

Canterbury Rowing Club



The fondly remembered Club building on Fitzgerald Avenue demolished to make way for the new bridge and highway.

SENIORES PRIORES
FIRST AND FOREMOST
THE HISTORY OF



Canterbury Rowing Club

Prepared For Its
125th ANNIVERSARY
1986-87

Compiled by J. O. Renaut. Edited by A. M. Brough.

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FOREWORD

This is an account of one sports club in New Zealand, the Canterbury Rowing Club, which, founded in Christchurch in 1861, is the oldest established amateur sports club in the country. It records the Club's failures as well as its successes, difficulties with housing and finance, but is also a complete record of the men and women, girls and boys who have been, or still are members of the Club.

This project was first discussed before the Centennial of the Club and much preliminary work was done by our present President, Evan McCalman, checking records and newspapers to make a framework for a story. At that time he was Club Captain, a young man with a career to make and a family to bring up, and when he was transferred to Wellington the project languished.

But the Club was fortunate that another enthusiast, not only of the sport but of the written word, Jim Renaut, was willing and able to undertake the considerable task of actually writing up all the information that was available then and since, in time for the 125th Anniversary of the Club. We are indebted to him, not only for this work but for his continuing efforts on behalf of Rowing throughout New Zealand, including 5 years as Editor of the "N.Z. Rowing Newsletter."

He has dealt with the many aspects of Club life on the Avon, including the social side which, sadly for my generation, can no longer be enjoyed. The chapter on the river itself and on these social occasions tells why. The memories of some members tend to dwell more on the boats and the buildings and these aspects are covered.

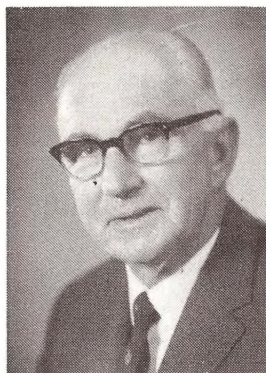
The delay in producing this narrative may not be a bad thing as rowing has seen many changes in that time – from poppets to swivels – from heavy clinker boats to the modern smooth skin plastic, and how this has affected the rowing stroke is told by another enthusiast, D.M. Patterson.

Finally some remarks are made regarding the position of the sport in these difficult times and the future of the Club. I heartily endorse these thoughts and hope that all members will always endeavour to live up to the motto which has served the Club so well.

Seniores Priores

C.H. Clemens

Patron



Managing Committee 1986/87 Anniversary Season



BACK L. to R: C. S. Hinton (Life Member), D. Buckridge, C. G. Buchanan (Life Member), B. F. Carter (Life Member), T. B. LeBas (Life Member), P. B. O'Brien (Hon. Secretary), J. O. Renaut (Life Member), D. Holland (Selector), E. J. Martin (Selector), H. W. Millard (Life Member), C. Duncan (Captain), M. T. Hunter (Life Member), B. M. K. Jones (Life Member), T. W. Just (Life Member)

MIDDLE: J. Z. Duncan, B. E. Neill (Chairman), C. H. Clemens (Patron), J. B. Taylor (Life Member), P. E. C. Gamble (Vice President), M. Kilbride (Treasurer), S. Weston (Womens Deputy Captain).

FRONT: K. Wyatt, H. Pepperell, L. B. Saul (Selector)

ABSENT: A. Armstrong, D. Harpham

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VICE-PRESIDENT:	P. E. C. Gamble*	
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CAPTAIN:	C. C. Duncan	
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	A. Armstrong	
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	D. Harpham	
	D. Buckeridge	
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	P. McKeefry	
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	M. McCoy	
	R. G. Smith	
	J. O. Sunderland	



E. R. McCalman

Together with those marked *

PREFACE

I have been fortunate in that responsible Members over the years have seen to it that Minute Books and Annual Reports have been preserved along with scrapbooks and other memorabilia, and I hope that present and future administrators may be inspired to carry on the good work when they look at these records which now make up the Club's archives and which provide such vivid mind pictures of the sport in past times. It is important that secretaries and others so write their reports that people reading them many years later may still obtain a fair impression of events that transpired and shaped decisions.

I had a little difficulty with distances and amounts of money given in the old imperial standards as they appeared in old documents but decided, for not-so-old readers to convert to decimals in most cases, for ease of comparison with today's figures; in the case of currency at the rate ruling at the time of changeover i.e. one pound equals two dollars, rounded up where necessary.

Finally I hope readers will agree, as I do, with the essayist William Hazlitt, when he wrote "Men attach more or less importance to past and future events according as they are more or less engaged in action and the busy scenes of life; Those who have a fortune to make or are in pursuit of rank or power think little of the past; but those who have nothing to do take nearly the same interest in the past as the future. The contemplation of one is as delightful and real as the other."

ACKNOWLEDGEMENTS

First must come the other rowing clubs, more particularly those in the Canterbury area, whose rivalry on the water has provided the incentive to the Club to progress and to retain its identity for such a long time; the present clubs, Avon, Christ's College, Cure, Timaru, Union and the recently rejuvenated Akaroa; others, which for various reasons have not been so fortunate in the tests of time Sumner-Redcliffs, Lyttelton, Wairewa (at Little River), Heathcote, Y.M.C.A. which became Christchurch Amateurs, and several others in Kaiapoi in the early days; and two in particular from other centres — Otago and Star (Wellington) with whom the Club had special bonds.

The Club must be grateful to a sympathetic City Council whose quite generous assistance in 1958 played such an important part in the move from Fitzgerald Avenue to Kerrs Reach.

My personal thanks to all those members who have lent photographs and to the folk of the Archives section of the Canterbury Museum who enabled several gaps to be filled with the aid of McDonalds Dictionary of Canterbury Biographies; and to the New Zealand Room at the Canterbury Public Library who arranged for me to view very old copies of the 'Sun', 'Press' and 'Lyttelton Times'.

And to Tony Brough for running his editorial eye over the work; and to my wife, Jo, who has suffered from over twelve months of my two-finger typewriting without complaint — or very little.

J.O. Renaut — Christchurch N.Z. October 1986.

BIBLIOGRAPHY

Readers who would like further information on early Christchurch, or on rowing history in other parts could read the following books from which corroboration of some facts or new slants on some events have been obtained.

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'The Amateurs' David Halberstam. William Morrow & Co.

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The Centennial Histories of Sydney (Australia), West End, Union (Wanganui) and
Blenheim Rowing Clubs

INTRODUCTION

*"Quinquireme of Nineveh from distant Ophir
Rowing home to haven in sunny Palestine – "*

It is a long time since men first propelled boats through the water with muscle power alone, before 1400 B.C. at any rate, if Masefield in his poem "Cargoes" was factual as well as poetic. Certainly Vergil wrote in his "Aeneid" of a boat race, as distinct from a commercial voyage, in the first century B.C.

The development of the sweep oar at the stern of a vessel for steering certainly led to the use of the oar rather than the paddle, with men facing backwards, the methods used by the Romans and the Vikings, and in the prison galleys of France. But these men were coerced and, facing the steersman with their backs in the direction of travel, could be better watched for signs of rebellion, or should one say mutiny.

Rowing as we know it today, as a voluntary athletic pursuit, where the only intimidation is by a coach, perhaps with a tongue for a whip, had its origins in the trade of the river watermen who volunteered to carry passengers and goods across a waterway, for a monetary consideration. Particularly was this so on the Thames, before the bridges across it were so plentiful. There were thousands of these watermen plying for hire on the Thames from Gravesend to Oxford, the river of European commerce. Many of them had special regular clients – even patrons – among the nobility or the business leaders of the day, who swore by their boatmen and their boats. Some of these businessmen had their own men and craft and dressed them in distinctive uniform or livery of which both man and master became very proud, the latter often staking considerable sums to prove that their fellows were the best in the field. While the gentry thus won or lost money, property, or even businesses, the men who proved themselves the best would receive new livery coats or badges.

Just why the name of an Irish actor should become immortalised in this way is obscure but the Dogget Coat and Badge, first presented in 1715, is still competed for today. Thomas Doggett played at Drury Lane for many years so no doubt was comparatively 'well heeled' and mixed in noble, or even Royal, company a few years after Nell Gwynne had made the theatre famous.

So it was not surprising that the first amateur rowing groups were formed in England. To carry on the theatre tradition, who but Noel Coward's eccentrics would contemplate propelling boats for pleasure rather than trade? And where else would they start but at the leading universities and Public schools? At Eton the first 'Captain of Boats' is recorded in 1812. Although this was not the event that inspired Tschaikovski to write his overture, the Eton Boating Song became well known throughout the English speaking world. Rowing races were taking place among Oxford colleges a few years later, no doubt started by Old Etonians who graduated to that seat of learning. The famous Leander Club, the oldest rowing club in Britain, almost certainly the oldest in the world, was formed in 1818, comprising, as it still does to a great extent, the best oarsmen from Oxford and Cambridge, who first competed in their annual 7000 metre race in 1829.

Until quite recent times fashions in boats originated with these two groups as they tried to out-do one another, cost being a minor consideration. The first boats were clinker built like a navy gig and they used heavy square-loomed oars. Outriggers were first introduced in 1846 and in 1873 both crews adopted the innovation of sliding seats. In 1839 the first Royal Henley regatta was held and it still reflects in several ways some of the eccentricities or hall-marks of English 'County' life.

The first officially advertised race for the professional sculling championship of the World was in 1831 but that story has no business here.

Corroboration of all this, if it were needed, was given by the President of F.I.S.A.,⁽¹⁾ Thomi Keller, in his foreword to the 1986 World Rowing Championship Bulletin:— "For the third time since it was opened in 1973 the Championships will be staged at Nottingham. I guess everyone who practices our sport knows that it was created in England and that practically all inventions concerning rowing which were made in the course of the last century were closely related to the river Thames."

And so it followed that competitive rowing in the British colonies, as they were then, would soon make its appearance. It almost certainly began in New Zealand as early as 1840 on a semi-professional basis or as wagers between crews in gigs or life-boats from the many ships that brought immigrants to Auckland, Wellington and Nelson at least 10 years before the Canterbury settlement began in earnest.

But the first attempt to start an amateur club began in 1861, and this is the year that was regarded as the birthday of the Canterbury Rowing Club when the Centennial celebrations were arranged for the 1961/62 rowing season and that event was marked by the holding, not without some controversy, of the N.Z. Championship regatta on Kerrs Reach that season. Although not an ideal course for such an important regatta, it was nevertheless conceded by the sceptics that the best crews had won, due to the ability of the organising committee, who came from all local clubs and the 'McCalman modified repechage system'.⁽²⁾

The Centennial celebrations also included a service in the Christchurch Anglican cathedral. The address was given by the Bishop of Christchurch, the Rt. Rev. A.K. Warren, himself a one-time oarsman. He said, in part:— "I confess that I felt I had been given a well nigh impossible task but the Bible is full of treasures and you will see how fitting the text is. Your first Club Captain was the Reverend, later Archdeacon, Lingard⁽³⁾ who had rowed at Oxford and who had coached crews there. Our first Bishop, Bishop Harper, had rowed in England and was a member of a club at Eton of which membership included the obligation to bathe at least five days a week in the Thames even when it was frozen over. No doubt this really toughened up Bishop Harper and enabled him to endure the many hardships which he had to meet in his early days travelling around Canterbury on horseback and swimming the rivers. Bishop Harper had a great influence on Bishop Selwyn when he was at Eton. Later, at Cambridge, Selwyn rowed 7 in the Lady Margaret boat, for three years Head of the River, until bumped by a Trinity boat in which was rowing one Hugh Carlton, who later became the first vice-Chancellor of the University of New Zealand. Selwyn also rowed in the first Oxford/Cambridge boat race. One of Bishop Harper's sons, George⁽¹⁾ was an active member of your club in the early years. In their younger days both Archbishop Julius⁽²⁾ and Archbishop Averill⁽³⁾ rowed for the Club."

Bishop Warren had chosen for his text the first letter of St. Paul to the people of

Corinth. St. Paul himself had had to endure all sorts of hardships. In his journeys he had suffered shipwreck and knew well the perils of the sea. In writing to the Corinthians he was addressing himself to the people of the most important city in Greece, a great centre of commercial activity, a very cosmopolitan city. Its significance was that it lay on the main route between Rome and the East over the isthmus between the Corinthic and Saronic gulfs. This coast was highly dangerous so a slipway had been built which enabled small ships to be transported bodily over rollers, overland from one side of the isthmus to the other. St. Paul had spent 18 months in the city, working at his trade of tent-making and getting to know the people, in order that he might preach. The letter⁽⁷⁾ not only throws much light on the early Christian church but also reveals to a remarkable degree the character of the man's personal devotion to his ideals.

The Bishop continued "The words of the text I have chosen are these:- Let a man so account of us as of the ministers of Christ. On the face of it you may wonder what this has to do with you. But in the original writing you would have found that, although he used in his letters a number of words which meant something like ministers or servants, this text is the only place in which he used the particular word 'huperetes' which, as a plural noun, literally means a complement of rowers or a ship's crew. The verb of the same root means to row or to serve on board a ship, but also, in a general sense, it means to do hard service, to work for, to give assistance to another and last of all to be a servant."

The Bishop went on to point out that the use of the word 'huperetes' would have presented a definite picture to St. Paul's readers who would at once have in their minds a vessel with rows of oars one above the other on either side, keeping in time as the war galley forges ahead. Above, on the deck, would stand the captain and the helmsman.

"In a warship there is no room for idlers. Everyone on board is on duty for life, just as we are all on duty for God perpetually. There has to be perfect discipline and all have to work together, each pulling his weight and each under the control of the captain of the ship. The ordinary oarsman has little to do with the course of the boat unless he slacks. Uneven rowing, when some are pulling their weight and others are slacking, gives the boat an uneven course, and in order to correct the course the cox has to use the rudder which also acts as a brake. Generally speaking the oarsman⁽⁸⁾ cannot see where he is going but if he leaves it to the cox and everyone pulls his weight and all pull together then the boat goes at its maximum speed.

"There are many lessons which the ordinary citizen can learn from the sport of rowing. First of all you have to look after your body. If a crew is to reach a high standard every man must be willing to subject himself to rigorous rules of diet, exercise, sleep and practice. Secondly a man must learn to get on with others of quite different dispositions. Thirdly it teaches us to go on doing the hard thing, even when we want to give up, for the sake of not letting down the rest of the crew. You have just got to go on. It is a tremendously valuable lesson; for which of us at some time does not feel he just cannot go on? Maybe people we have depended on have been taken from us. Maybe we are exhausted and want to stop. But, if the ship is to go on, we must go on however tired, exhausted or discouraged, and rowing teaches you how to discipline yourself to do this.

In the next paragraph of his letter St. Paul points out that each of us is really three persons. First there is the person you think you are. Second there is the person others think you are. Third there is the person God sees and will judge. If all issues are decided in the light of what is truly right, by hard work, hard service, assisting other, then a man earns a place in St. Paul's category as a servant of God. We thank God for all good sportmen of the past century and pray that in the coming one hundred years their followers may be counted as the ministers of Christ."

FOOTNOTES:

- (1) The international controlling body of rowing.
- (2) E. R. McCalman was Secretary of the Canterbury Rowing Association and re-arranged the official F.I.S.A. system for a course restricted to three lanes.
- (3) A. E. Lingard (1965)
- (4) G. Harper, later Sir George, 1870. In fact the eldest son, archdeacon Henry Harper was a member in 1863.
- (5) C. Julius 1890.
- (6) A. W. Averill 1898.
- (7) It is a misfortune of the present age that few now write 'proper' letters and mostly communicate, with resultant misunderstandings, by telephone, telegram, telex or the shortest of notes.
- (8) The Bishop may be excused for not foreseeing, at that time, that oarswomen would be force in the Club.

FOUNDATIONS

Competitive rowing was first seen in Canterbury in the mid eighteen-fifties when several New Year's Day regattas were held at Lyttelton to celebrate the Anniversary of the Province. These regattas had a mixture of events on the programme including whale-boat races and dinghy sculling matches, but the first mention of rowing in Christchurch appeared in the 'Lyttelton Times' on 28th. September 1861 under the heading of 'Town and Country News'.

'We are given to understand that several gentlemen are interested in establishing a boating club. They propose rowing on the Heathcote. On Thursday evening last they made a trial trip in a neat little four-oared boat, the property of Mr E. W. Tippetts of the Steam Wharf. So manly and healthy an amusement deserves encouragement - - - It is a great misfortune that the Avon is so obstructed by watercress as to make any sport on its waters quite impossible.'

Remains of the Steam Wharf could still be seen protruding from the mud of the Heathcote not long ago, near the bridge which now carries the road to the tunnel and it was still listed as a stop for Christchurch Transport Board buses but the imagination must be stretched to picture the commercial shipping which negotiated the Sumner bar, the Estuary and the river up to this point. Tippetts, like many early settlers was probably a man of many parts with a small warehouse-adjacent and/or builders yard.

Watercress is hard to come by today but other growths have taken its place and have been the subject of constant complaints by citizens as well as rowers to the Drainage Board and City Council. On the other hand it is now the waters of the Heathcote which are quite inadequate.

The New Year regattas lapsed for a number of years until 1862 when a group of Lyttelton business men led by H. P. Murray-Aynsley, decided to revive the fixture and gained a satisfactory amount of support both in the port and in Christchurch. Lyttelton at that time was still the commercial centre of the Province, having a population of around 3000.

A week later the same newspaper told its readers that the expedition in Tippetts boat had been successful and that the gentlemen had determined to start a club. That they did so is confirmed in a minute book which indicates that 'The Christchurch Rowing Club' was a going concern by 4th March 1862 when a meeting was held at 'Tribes place' and rules drawn up. George Henry Tribe held a publican's licence in 1861 for 'The Central' at the corner of Colombo and Gloucester streets. Inspection in 1864 found it 'comfortable and clean and kept in good order'. The name was later changed to the 'Masonic', the last place of that name having been demolished in 1980. The 1862 Easter Monday C.J.C. race meeting included G. H. Tribe's g.m. 'Maggie.'

The first rules of the Christchurch Rowing Club included one which was not dropped by the Canterbury Rowing Club for many years. It was 'that members be admitted by ballot, three black balls to exclude a candidate.' This type of secret ballot was

an acknowledged method, in those days, of quietly giving an opinion that the candidate was not a 'gentlemen' (or a 'lady' as far as that goes.)

The first annual subscription was two dollars but there was an entry fee of four dollars. Mr Tribe was put in charge of the Club's property and nobody was to make use of any boat or oars without his consent.

A General Meeting was called by advertisement for 17 April 1862. A Capt. Campbell took the chair but, in the absence of initials and as there were many settlers from the Clan Campbell, he remains a name only. He was supported by Tribe and Joseph Henry Bennett, who had arrived in 1859 with Edwin Burnell and started in partnership as Accountants and General Merchants. In addition to his rowing activities, Bennett became Secretary of the new Canterbury Cricket Club and was active in getting the new ground ready at Hagley Park, work which received high praise from the 'Lyttelton Times'. The S. Burnell in the foundation list was, presumably, a brother of Edwin. J. H. Bennett subsequently became a Member of the Canterbury Jockey Club.

It appears either that no black balls were available, or the rule was suspended, because it was agreed that any candidate for membership would be accepted provided only that he was proposed and seconded by two members of the committee, who, in addition to those already mentioned, included Reineker, R.P. Crosbie, and C. J. Martin. Nothing is known of Reineker but Robert Peel Crosbie is well remembered. He was appointed Accountant to the Railways in 1863 when the extent of the line was from Ferrymead to Madras St.. After leaving the Club he became commodore of the Railway rowing club (later to change name to Union) and remained a leading figure after the change of name. Among his other interests were the Canterbury rifle Volunteers, the Musical Society and the Popular Amusements Society. He married the eldest daughter of John Ollivier (a family name that recurs many times in this narrative) and their son, R. F. Crosbie, won the N.Z. Champion Pairs with Samuels three times in the nineties, rowing for Union.

Charles John Martin was described as 'an entertainer' and wrote some of his own songs, a number of which were published. He became bankrupt but a few months after his discharge he was appointed Secretary of the Canterbury Jockey Club. Perhaps Tribe and Bennett helped in this rehabilitation.

The rule regarding membership having been put to one side, the meeting went on to elect a number of new members including C. M. Olliver, R. T. Cousins. G. L. Mellish, Samuel Butler of the Rangitata, John F. Oakes of the Fleece, E. W. Tippetts, Richard Taylor of Papanui and Peter Kerr of the Avon. Capt. Campbell stated his intention of giving 40 dollars for a new boat and a vote of thanks was passed to Cousins "for his kindness in making sails for the 'Christchurch Maid'," while the secretary was instructed to write "to several ladies thanking them for the Colours presented to the Club". It was at this meeting that the name was changed to 'Christchurch Boating Club' (perhaps to legitimise the use of sails?) and, at the last minute apparently, a proposal that E. J. Wakefield be a member was carried without dissent.

Charles Morton Ollivier arrived with his parents in 1853 and joined the family law firm. His father, John, was appointed auditor to the Provincial Council, retired from the firm and Charles and a brother, Wilby, took over. Maybe C.M. spent too much time rowing because the firm also became bankrupt and Charles joined 'The Press' as

a reporter in 1867. He became secretary of the Christchurch Football Club and a member of the committee of the United Cricket Club. He was with another brother, Claude, on a trip down the West Coast in the schooner 'Ada' when Claude fell ill and died of pneumonia. The grave with inscription and cast iron railing could be seen a few years ago, and may still, a few hundred metres from the wharf at Jacksons Bay by the side of the road. Charles was later commissioned in the Canterbury yeomanry Cavalry.

Richard Thomas Cousins started business as a house painter in 1858 and in 1864 was noticed standing on the river bank and is reported to have cried out "God have mercy on me. I am going to drown myself. I am drunk." He flung himself in but, when help arrived, had disappeared but was finally found on the other side having clambered out. He was 28 and had some land at St. Albans with stock on it. He promised the Magistrate C. C. Bowen (an Honorary Member, 1868) that he would never do such a thing again. Case dismissed.

George Lilley Mellish became Resident Magistrate at Kaiapoi. He was a leading Club coach and had a hand in starting the sport at Boys' High of which was a member of the first Board of Governors in 1881. Samuel Butler needs no introduction but would have been little more than an occasional visitor to the Town, when he stayed at the Christchurch Club. He once wrote in the 'Complaints Book' "The undersigned begs to remonstrate with the gentleman who walked off with his overcoat thus putting him to great inconvenience." John Oakes was another publican, the 'Golden Fleece' being at the corner of Colombo and Armagh streets overlooking what was then Market Square, now Victoria Square. Peter Kerr, who had arrived in 1851, became a partner in the Sandhills run which extended over all the coastal strip between the Estuary and the Styx river. By 1862 the run had been broken up and Kerr's home was near the south bank of the Avon opppsite what is now McBratneys Rd. and, hence, the comparatively straight stretch of water down to Burwood became known as Kerrs Reach.

(As the streets of the Town were only just being formed, in many cases it was only possible to name a general district or a natural feature to locate a person, e.g. Kerr of the Avon etc.)

Edward Jerminham Wakefield was the only son of Edward Gibbon, regarded as the founder of Wellington, and came to N.Z. with his uncle, Colonel William Wakefield, in the 'Tory' in 1839. He travelled extensively and was living in Christchurch in 1850 becoming well known for dabbling in politics without much success. He was a foundation member of the Forresters Lodge along with a doctor, three innkeepers, a jockey, a gunsmith and several others who simply gave their occupation as 'Gentleman'.

Another committee meeting was held at Tribe's on 19 June 1862 with Crosbie in the Chair, the agenda being similar to many others that came to be discussed over the next 125 years. The Treasurer announced that funds were 18 dollars in the red and that Tippet's boat had not yet been paid for. But they were nothing if not optimistic because the next minute records that a sub-committee was authorised to "call on Mills in connection with the erection of a boat-house". Futhermore Ollivier gave it as his opinion that the Club "should procure a first-class boat capable of competing on equal terms with any in the Province." This is the first suggestion that

already, at this early stage there was a desire to develop competition, and it is recorded that the 'Christchurch Maid' was entered in the Lyttelton regatta in the first race offered strictly for 'amateurs'. This was on the understanding that there would be no restriction on the type or design of boat and that the term 'amateur' excluded watermen or any who had rowed for Public funds. (Presumably this proviso did not exclude 'gentlemen' who may have won money on wager races from Private funds.)

However it is a matter of record that the 'Christchurch Maid', although first across the line, 13 seconds ahead of her nearest rival, was officially relegated "to third on handicap because of the length of her keel". There is no record of official protest or even unofficial argument but it could be that this was the very first contest to qualify under the 'near miss' category in a later section.

It is not recorded whether the call on Mills was, in fact, made, but the Minutes of the meeting of the Christchurch Municipal Council held on 1 July 1862 include this item:- "The following papers were produced and read:-

1. From the Provincial Council No. 623 stating that several members of the Christchurch Boating Club had applied for permission to erect a boathouse on the banks of the Avon and that the Provisional Government referred the matter to the Municipal Council.

Application considered by Council and carried nem.con.

(Signed) John Hall, Chairman."

The site requested was in front of the Forresters Hall and Hotel (Near enough to the present site of those buildings) But no building was in fact erected and the Club continued to store its boats in a shed at the rear of the Hotel. These were the 'Christchurch Maid' and the 'Cockle'.

During the meeting on 19 June, Wakefield offered to advance one hundred dollars to the Club, towards a new boat, if insufficient subscriptions were forthcoming and on sufficient security of the Club's property, and was elected President. It is not clear which action came first, the offer or the office, but Wakefield would certainly have been the type of citizen whose patronage would have been widely sought.

At the next meeting, on 21 August 1862, Wakefield was in the Chair and Crosbie is named as Assistant Secretary. Letters were read from McLean of Wellington and Pease of Ferry and it was resolved to order a boat from Pease. This was to be 10.5m. long and 1m. beam, complete with all fittings and delivered by 1 November, but no price is given in the minutes.

Nor do we know of Pease's reaction to the stipulation that the boat could not be accepted unless approved by the boat building sub-committee, although such conditions have been set down during the last few years by clubs and by the NZARA, on occasions.

It seems that this boat never appeared. The reason is not clear but from following events there could well have been some internal strife. If so, it was not the last time that differences of opinion on the source of new boats would arise.

A meeting was called by advertisement for 7 p.m. on 17th. September 1862 and the secretary waited with all papers until 8 p.m. when he left. Once again this meeting was to have been held at Tribe's place but the minute book does not reveal

in what state the secretary was when he left after an abortive hour in that place with nothing to do. However it is recorded that at some unstated time later that evening Messrs. Bowler, Ross, Sprott, Thomson, Corbett and Tribe met and resolved that Bowler, who was due to leave Lyttelton for Wellington the following Saturday was to place an order there for a boat of the given dimensions.

This is the first time that the names of Bowler, Sprott, Thomson or Osborne have been mentioned in connection with the Club so it appears again that not too much notice was taken of the membership rule. Of these new men it is known that Joseph Gore Osborne had the Forresters Hotel, from where he also did some outside catering and was elected to the committee of the Licensed Victuallers Association in 1867. Mark Sprott was the son of the man who supplied iron pipes to the Municipal Council from his factory in Scotland. Sprott junior joined Burnell and Bennett in their business and was evidently more successful than his partners, keeping out of the bankruptcy court and becoming a director of the Christchurch Coal Co. and the Provincial Investment and Loan Co. William Bowler was Shipping Manager for the Canterbury Association in 1850 and is said to have managed the business capably and made a modest fortune out of it. He became a member of the Provincial Council and in 1873 presented a cup for competition at the Lyttelton regatta. In a letter, Mrs Godley once wrote of a 'know-all' man who was 'the William Bowler of the expedition.' At the time of this meeting he must have been nearing 60 so was clearly not an active member. Not enough is known about Corbett, Ross or Thomson to identify them.

But Ross must have been a man of some authority since he took the Chair at a meeting on 11th. November 1862 to enquire into the state of the Club's property and especially how the 'Cockle' had come to be damaged. It was resolved that only Members be allowed in boats, which seems to reflect on Tribe's control, or lack of it, as it seems that he was still nominally in charge of plant.

Anybody thinking that the Club was not pulling together so early in its life would be right for, at a General Meeting the following week it was reported that the 'Cockle' had been found high and dry on the sands at Sumner and totally unfit for use. The evidence was that Crosbie and Martin and friends of theirs, not known to the committee, had rowed down to Sumner about three weeks previously and left her there. "We have ascertained that repairs will cost nearly 20 dollars and that the present condition of the boat is wholly attributable to the two Members named."

What was the outcome? Unfortunately the so-far quite detailed records end there and do not resume until the following year. And so, many questions must remain unanswered. Was the 'Cockle' the original boat bought from Tippetts? Did they ever get the boat from Wellington that Bowler was to order? Did Wakefield ever have to hand over the 100 dollars? And most important of all was this group of people calling themselves the Christchurch Boating Club the same group that became the Canterbury Rowing Club in 1863, a named body whose existence in that year is beyond doubt? Certainly all the early records passed into their hands and Barnes, Burnell, DeTroy, Mellish, Moore and McDonald at least are known to have retained their Membership. On balance it seems that the decision of the Canterbury Rowing Club to assume 1861 as its date of its foundation is not without justification and its claim to be the oldest properly constituted amateur sports club in the country cannot be disputed even if two years is deducted from its score.

And although Australia can rightly claim that they have an older rowing club, Melbourne University B.C. 1859, whose first President, Prof. M. Irving, reigned for 31 years, the C.R.C. can claim the Presidential stakes as their candidate, R.J.S. Harman held that post for 39 years.

Summing up, it is definitely established that a number of men gathered themselves into a rowing club late in 1861, probably motivated by the comparatively generous prize money being offered at the Lyttelton regatta and also to ensure that Christchurch was represented at, what was then, a rival settlement. These men also contributed to the funds to buy themselves a racing gig. It is possible that they had little thought of forming a permanent organisation until that decision was taken in March 1862. For various reasons the early group seem, to have been unable to attract wide public support or a large active membership. The Avon was choked by watercress which prevented navigation; indeed, a Steamer called 'Avon' specially built to use it never did so, but plied between Heathcote and the bays of the Peninsula; the Central Otago gold rush was in full swing; hundreds of thousands of acres of the plains and foothills were being opened up for settlement. Under the circumstances a great number of young men were restlessly on the move. As we have seen the brother of one Club member, C. M. Ollivier, died while exploring on the West Coast and it seems likely that some, such as Samuel Butler, were little more than occasional visitors to the Town. Indeed many of those elected before the turn of the century took little, if any, part in the life of the Club. Many were only on the books for a year before resigning. Some did not even know that they had been made members as evidenced by an entry in the minutes as late as 1896 when a letter was received from a Mr Hill stating that he had been elected without his consent.

So it would seem that the founders of the Boating Club may have lost heart in the face of their problems with untrained and careless oarsmen and an unstable population. It is even conceivable that some of their friends were not 'gentlemen'.

Something is known of several other of the early members. George Lumley (1861) was a partner of C. J. Martin and also an 'entertainer'. They ran the Oriental Billiard and Cigar Saloon and Eatinghouse for which the 'Lyttelton Times' gave them a good write-up. But Lumley was evidently not so fortunate as Martin because after the bankruptcy he disappears from the scene.

William Joseph Stringer (1861) appears to have fitted the description 'gentleman'. His biography simply states that he captained the Christchurch Football Club's team in 1876 and was in the first Provincial team to go on tour. How he lived is not mentioned but he seems to have been beyond reproach.

Richard Brunnsden (1861) was also a solid citizen. In 1858 he was Secretary of the Farmers Club and organised the first A & P Show, which was held in a paddock north of Latimer Square. Later he was in business as a Seedsman and Corn Factor and in 1861 was the Inspector of Weights and Measures and was elected to the Heathcote Roads Board in 1863.

Richard Taylor (1862) married the daughter of the licensee of the 'Robin Hood Tavern' in Lyttelton but for some unstated reason was refused the Licence himself. Instead he purchased a small brewery in Christchurch which already had a wine licence. He must have done reasonably well because within a few years he owned a 500 acre farm at Leeston.

Augustus Fredrick Noel Blakiston (1863) was the youngest son of the third Baronet. (The first Baronet was Lord Mayor of London in 1760). With his brother, Charles (1864), he owned land at Kaiapoi. In 1862 he was Clerk to the Provincial Superintendent and later Receiver of Land Revenue. He was a member of the Christchurch Club and the Canterbury Philosophical Society and a Churchwarden at St. Luke's. Blakiston Bros. business interests included property and they sold a section in Hereford St. to the Bank of N.S.W. for whom the negotiating officer was C. W. Turner (1881).

William Fredrick Moore (1863) was an officer in the Royal Artillery when he was Appointed Town Surveyor in 1862. He prepared a street lighting scheme for the Town centre and tapped artesian water supplies. In 1875 he was Captain commanding the Canterbury Rifle Volunteers. Other members in 1863 included Michael Scott Campbell who had shares in various stations, including Longbeach, but took no active part in their management. According to McDonald's he rowed for the 'Settlers' in a race against the 'Bankers' and further reference to this, presumably, has been found in the Club's Boat Book for 1873. The 'Snowdrop' was taken out by Campbell, N. McLean, A. C. Watson and another whose name cannot be deciphered. Alongside this entry somebody has written "Squatters crew unlikely to win." Other entries about that time include fours given as "Mercantile" crew and "Merchant" crew but no further references to this sort of 'inter-house' contest has been found. Campbell was a member of the Archery Club and a good tennis player. He married a Miss Templer and two members of that name are listed in 1871.

Henry William Harper (Ven, Archdeacon), educated at Eton and Oxford, had several 'livings' at various times including the West Coast and Timaru. A correspondent said of him "He is a man's man in splendid form both in body and mind and full of fun" and added, most irreverently "It is a pity he could not be our good old Primate's successor instead of those empty-headed careless Bishops holding seats."

George Henry Lee was one of a numerous family who owned or managed various properties but George's main occupation seems to have been sports. He played cricket for the Province but also had time for Rugby and was in the same touring team as G. H. Stringer. He and a brother later bought land at Te Puke but lost everything in the Tarawera eruption in 1886 and returned to England.

James Herbert Lloyd is rather a mystery. It seems unlikely that there would have been two men around at that time with the same name and initials. Perhaps he was what was known as a 'remittance man'. The Lloyds must have been people of some means. J. H. arrived cabin class in 1860 (many immigrants came 'steerage') with an authority to draw on a London firm for his passage home but became another bankrupt, which seems to have been rather common. His discharge was granted in 1867 but he must have had some good points because, as we have seen, there were some very solid citizens running the Club when Lloyd was elected in 1863.

One of these was William Montgomery (The Hon. M.L.C.) After a very eventful early life — he owned his own ship at the age of 25 — had a store on the Victorian goldfields and a station on Darling Downs — he started a timber business in Christchurch in 1860 with his brother-in-law C. F. Todhunter (1863). he could not have given much time to the Club however. From 1866 he was heavily involved in politics. In 1884 he was Colonial Secretary to the Stout government but, according to

the 'Evening Post' was not a great success in that position because "his convictions are too strong, too earnest and, we almost said, too honest". He was a member of the Canterbury Board of Education and a Governor of Canterbury College and a leader in the formation of the Canterbury Club, the rival to the earlier Christchurch Club. Clearly he was a most influential man to have in the background of the C.R.C. in its formative years. Interwoven in his life story, as well as Todhunter, were the names of Dobson (1871), Haast (1886), Wynn-Williams (1868), Gould (1868), T. W. Maude (1868), Reade (1873), Graham (1872), Acton-Adams (1888). His eldest son, W. H. Montgomery, started at Christ's College (M522) but left to become a first-day pupil at the new Boys High School where his name is No. 1 on the Roll.

Of the other members of the Club in the first two years nothing can be said definitely. For instance there are no initials given in the records for Corbett; there were many Cooks and quite a few Cookes, Thomsons and McDonalds. On the other hand it might have been expected that the more uncommon names such as Wylde-Brown or Reineker would have come to light. Many other well known names occur over the years but, apart from some special cases referred to for a particular reason under 'Scrapbook', it seems inappropriate to single out individuals in what is a team sport, particularly those who are still in the team.

Now we come to a leading article in 'The Press' 15 October 1863 which is entirely devoted to the subject of rowing on the Avon. J. E. Fitzgerald, the Editor and part owner at the time, was an old Oxford oarsman and he threw his considerable influence behind attempts being made to put the Club on a better footing. In the article he said that he was aware that a Boat Club had been formed "some little time ago" but "we fear that the club believed in rowing down to Sumner but not rowing back again" and that it believed in beer and tobacco during the 'easy-alls'. He hoped that this would prove to be only a shadow cast before coming events and that the boat-club would take on a more practical shape.

That reshaping took place on 30 November 1863 at Barrett's Hotel where Fitzgerald's friend and partner in 'The Press', R. J. S. Harman, presided over a meeting which immediately got down to business. Officers were elected and developments followed in quick succession. The Municipal Council, on 22 December, agreed to "the erection of a boathouse" on the south side of the Avon nearly opposite Ward's Brewery. The application was signed by G. L. Mellish, Secretary, on behalf of the Canterbury Rowing Club. The Council's letter of approval was signed by the father of members already met, J. Ollivier, Chairman.

An account was opened at the Bank of New Zealand on 3 December 1863 and an advertisement was placed in 'The Press' calling tenders for one or more boats. Minutes of a meeting in April 1864 make it clear that a boathouse was a going concern by then.

A revival of interest in the sport was soon apparent in the acceptance by the public of an opportunity for amusement and sport in a pioneer town sadly lacking in amenities. The records of the Boating Club remained in the hands of the Canterbury Rowing Club but, as far as is known, neither the 'Cockle' nor the 'Christchurch Maid' was taken over. On the other hand, several of the foundation members of the first group because members of the C.R.C.. Perhaps it is as well that a curtain seems to have been drawn over negotiations with the 'Beer and Backy' group. Did these folk

not wish to become associated with the new group? Or, did the new group drop a few black balls in the box?

In any event it is clear that Richard James Strachan Harman was the man of the moment. Born in Dublin, he was educated at Rugby School at the time of Dr. Arnold. Later he was articled to a firm of Civil Engineers, training which served him, and the Province, well, when he arrived at Lyttelton in 1851 on the 'Sir George Seymour' and began business as a land agent in partnership with E. C. J. Stevens. He was involved in the initial survey for the rail tunnel and served as a member of the Wastelands Board. Harman Pass, at the headwaters of the Waimakariri was named for him, following an expedition in 1865 in which he took part, to find a route to the West Coast. (Part of the Three Pass route.) he became a member of the Provincial Council, Provincial Treasurer and, for a period, Deputy Superintendent. He was the originator and President of the Christchurch (rugby) Football Club, an early member of the Canterbury Cricket Club and helped to form the Canterbury Rifle Association while a Captain in the Reserve Corps. Other involvements were in the Domains Board, Cathedral Chapter and the Governing body of Christ's College. His obituary in the local news gave the date of his birth as 1836 so he must have become President of the C.R.C. at the ripe old age of 27 which, with the long list of his accomplishments makes it plainer to see why he retained that office for 40 years and also why he remained in the background of the day to day Club affairs even to the extent that it was necessary to communicate with him by letter on several occasions. Often he was only seen by Club members on Opening Day or Closing Day or at the Annual Meeting.

The Christchurch that Harman, Mellish, the Blakistons and the others saw around them is well documented in words and pictures in the books referred to under 'Bibliography' but a few paragraphs will set the scene and perhaps set us wondering how the Club ever got off the ground — or rather the swamp — at all.

THE SITE

The years which saw the founding of the Canterbury settlement were coloured by the effects of industrialisation in Britain. Skilled tradesmen and small farmers, and farm labourers were dissatisfied with their lot while the more adventurous, or the younger sons of the landed gentry or aristocracy, were looking for a life other than the roles more usual for them in the armed forces or the church. The members of the Canterbury Association appealed to all these types, and no doubt some less desirable, with the 'Wakefield' colonisation scheme. For those who decided to settle in Canterbury it was a chance to begin life anew. From the sale of land to the wealthier, it was intended to use funds to assist the emigration of the 'working' classes and to build amenities for them, particularly churches and schools. Those who could afford to purchase large estates were assured of plentiful labour. Lawyers, doctors, teachers, clergy could expect employment as a result and, at the same time there would come a demand for merchants and shop-keepers.

Inevitably, differences in life styles which these diverse types brought with them from 'home' to the new, rougher, environment led to problems. On the one hand there were the church congregations, musical and philosophical societies and similar clubs or groups. On the other hand were those who may have had no experience of cultural activities and whose only solace in the past had been in drink and gambling. In fact 'The Press' in 1864 went so far as to say "there were howlings of frantic bacchanals kept up to a late hour". Nevertheless others described the town as "a nice, clean, well ordered, comfortable, square city, the most silent and thoroughly correct and sensible". In fact, Canterbury was so successful in attracting a good class of immigrant that it was regarded by other New Zealand provinces as a very aristocratic settlement. As will be seen, "several gentlemen who had procured estates were instrumental in obtaining boats for the flegling club", some were imported, but others were built by the skilled artisans referred to above.

It is clear, both from some of the early Rules of the Club, and from the level of entrance fee and subscriptions, which at that time were equally as high as they are today, measured by the cost of a pair of boots as the saying goes, that, to use an expression in some advertisements today designed to appeal to snobbery, 'not everyone can join'. One hundred years ago there seems no doubt that people who became members of the Canterbury Rowing Club were considered to be a cut above the others, indeed some of them may have subscribed to that view themselves. This notion was nurtured by 'the others' for many years and was one which Club members, even in the more egalitarian society which emerged after the first World War, had a considerable task to eradicate.

On the Canterbury plains there was only one family of settlers when the Canterbury Association sent its first Agent, the surveyor Capt. J. Thomas, and that was the Deans family. William Deans landed at Port Levy in 1843 and went by whaleboat across to the estuary and up the river which they later named the Avon after a similar stream in Lanarkshire.

They rowed up to a place subsequently known as 'The Bricks' or Bricks Wharf. The stream at this point, which is about where the 'Star & Garter' is now, was so overgrown with flax, toitoi etc., that the rest of the journey had to be made in a Maori canoe. The landing place got its name from the fact that the whaleboat had to be unloaded of its cargo of building materials, including a quantity of bricks. Eventually all this material was transported to Riccarton, which William and his brother John named after their native parish in Scotland.

Capt. Thomas considered the area to be ideal for founding the first colony. It had many advantages – level country well covered with grass, easy access from the sea, the absence of wild or destructive game. He considered the river a very valuable asset and in this he was right. But the first settlers soon discovered that there were also disadvantages. There was a good supply of water but not where it was most wanted. Most of the land surveyed for the town was an almost impenetrable tract of swamp and bog, while the drier parts between the bog and the sea were too sandy for cultivation. The first impression was one of disillusionment with this land on which the dreams of so many were based. They stayed because they could not return.

Miss C.L. Innes, in her book on life in the early fifties, saw "nothing but the Land Office, a large tent (Dr. Barker's) and a wide expanse of plain dotted here and there with Ti palms, quantities of tutu and fern, gullies, creeks and swamps all round, and nothing but a narrow track to guide us."

In 1857 the 'Lyttelton Times' advertised "To Let - a comfortable V hut complete with chimney." It is not known whether Samuel Butler spent much time at the C.R.C. or whether he ever actually pulled an oar. His name certainly does not appear in a Boat Book although he could have been one of the many entries by so-and-so "and friends", but he did write, in 1860, "at the foot of the hill a few houses, stooks of corn in the fields but very few objects to attract attention."

A few years earlier a Cambridge scholar, the Rev. John Raven was living in Riccarton and is said to be the lightest man to have rowed in the Boat-race. His name does not appear in colonial rowing circles then or later, except that he was one of the founding members of 'The Press' and may well have used his influence in backing the revival referred to earlier. He was well known for his light verse – a sort of pioneer Whim Wham – another 'Press' identity – and wrote, in 1860:–

*"Land where a man with brains of fog
Built a city on a bog
Land of rain and storm and flood
Land of water, wind and mud
Where six days a week the gale
First from sou-west blows a piercer
Then veers nor-west and blows fiercer
This is what I think of thee
Eden of the southern sea."*

Allowing for some poetic licence – it usually blows from the nor-west first and then veers sou-west with the sudden dramatic drop in temperature – there can be no doubt that life in the town in those days was rather tedious, at least for the rank and file.

Until 1855, the town was only the area enclosed by Salisbury, St. Asaph, Antigua and Barbadoes Sts. The public reserves outside this area and extending to the four town belts – now Bealey, Moorhouse, Fitzgerald and Rolleston Avenues – were included in the original surveys as part of the city but the continuation of the city streets to the belts was not yet complete when the first Municipal Council took office in 1862. In his book, 'Hospital on the Avon', F.O. Bennett, referring to the environs of the hospital, says "The city did not extend beyond Cashel Street bridge; Oxford Terrace was unpaved and either dusty or muddy; there were no paths or drainage and the road ran straight towards open country, now Addington. On the right it sloped down to the weed-grown banks of a dirty Avon. On the left were a few scattered buildings and perhaps a dozen houses on the other bank between the Hospital and the Provincial Chambers".

In appearance it was largely a town of false fronts and lean-to additions. The poor appearance of the shops became even more apparent as the sixties wore on because of the contrast with several fine stone buildings which arose. The wooden Provincial building was the only one with any architectural pretensions until 1864, except for the big schoolroom at Christ's College, and the Wesleyan church which were the first of the stone buildings. The foundations for the Anglican Cathedral were laid in 1864 but got no further until work recommenced in 1873. The Bank of New Zealand building, which preceded the present one on the same site in the Square, appeared in 1869.

Settlements had sprung up wherever there was an important route to and from the town. The first was at the foot of the Bridle Path, as noted by Butler. A cob house appeared at the Heathcote ferry, restored and still standing. At Ferrymead and further up the two rivers, stores and wharves were built where goods from the port were unloaded, after transport by sea, into river craft. The 'Heathcote Arms' hotel was established in 1852 and no doubt Crosbie, Martin and their unknown friends called there in their fateful expedition in the 'Cockle'.

Later, those engaged in shipping found an area up river, now Woolston, as a convenient site for their houses and land was quickly taken up along Ferry Rd. It is interesting to note that the original survey of the city failed to realise the importance that travel to and from Heathcote and Papanui would assume, which accounts for High and Victoria Streets not conforming to the square pattern.

The Canterbury Association had been known to favour waterways as a cheap way to transport goods inland via the Estuary. A canal was to be cut direct to the bend of the Avon north of Linwood Avenue, which was previously known as Canal Reserve. Others were envisaged from the Avon to the Styx and from the Heathcote to the Halswell. It was not until the rail tunnel was completed in 1867 that the canal idea faded, although something similar was mooted by the Port Christchurch supporters, who favoured an artificial harbour in the Estuary. That dream in turn was finally laid to rest with the building of the road tunnel. Knowing the difficulties that appear to be involved today in keeping even the natural waterways passable, it is interesting to speculate what the canal transport notion would have done for rowing in the city. It would probably have 'done for it' in the other sense.

As to communications in general, by 1862 a horse-drawn vehicle made the journey to Timaru twice a week, the trip taking 48 hours. By 1857 there were regular twice-

daily coaches to Kaiapoi but bridging was not completed until 1864, when the route was extended to Hurunui, a full day's journey. When work started on the rail tunnel in 1861 there was a road of sorts over Evan's Pass, but sea transport from Lyttelton was still the main method of carrying goods. A crowd of 1500 assembled at the Heathcote portal, including many who had travelled from Lyttelton in the steamers 'Avon' and 'Planet' to Ferrymead. Immigration had reached its peak in 1863, when nearly 5000 more arrived than left Canterbury and by 1867 the population of the whole of the Province had reached 38,000.

EARLY DAYS

And so the birth of the Canterbury Rowing Club can be placed for certain before the end of 1863 but whether the Club originated in fact with the earlier groups calling themselves The Christchurch Rowing or Boating Club must remain in doubt.

The earliest minutes in existence of the club with that name commence with a General Meeting held on 18th March 1964 at the British Hotel. Members present were Messrs Harman, Montgomery, DeTroy, Todhunter, Moore, McDonald, Barnes, Lee and Douglas. The President, Mr Harman, was in the chair. Mr McDonald, as he was leaving Christchurch, resigned the office of treasurer, while the secretary, Mr Mellish, being absent from the Province, was replaced temporarily by Mr Moore. New members were elected but the only other business was a resolution to alter one of the rules to allow for the annual election of a working committee of seven members with the President, Secretary and Treasurer as Officers.

It should be noted first of all that Harman is styled President so he must have already been elected to that office and the resignation of the treasurer and absence of the secretary indicates that these were not the first records of the Club as, necessarily, all these Officers must have been elected at a meeting of members held previously. In front of the minutes of 18th March had been left ten blank pages from which it can be inferred that somebody had intended to write up records of earlier meetings. Further the reference to rules is important, as these could not have sprung up but, then as now, would have involved considerable discussion before they were adopted.

The next record is of a committee meeting held a week later in the Boathouse. Present were Montgomery, DeTroy, Barnes, Moore and Rev. H. Harper. They considered a proposal for building another boat and whether it should be a four-oared outrigger or a stouter boat suitable for beginners to practise in. The latter was decided on with the existing four to be altered. So it is clear that the Club already possessed a four. However the most significant point is that this meeting is minuted as having been held in the Boathouse so that the first building, for which a permit had been issued only three months earlier must have been well advanced. Possibly it was not quite finished as the next meeting on 30th April dealt with the provision of a landing stage. This was to be a float eight feet square and a landing stage 12 feet by 8 feet at the south end of the building "to facilitate getting boats in and out and also for the members getting in out of boats."

Nothing further is recorded until 17th September 1864 when a general meeting was held to elect officers and adopt new rules. These rules are the first recorded regulations for the government of the Club. Rule 3 is interesting, as it implies that all members previous to 30th November 1863 must have been foundation members.

The new committee sought permission from the Municipal Council to fence off the landing stage and agreed to alterations to the four, while an order was given to W. McDonald, boatbuilder, for a new four-oared outrigger, the price to be 90 dollars.

This raises an interesting point. The rules mentioned above called for an annual subscription of four dollars so that 23 subs would have covered the cost of this boat. How does that equate with today's equation? (there was also an Entry Fee of six dollars.)

At a meeting on 19 November it was considered necessary to add a Captain to the list of Officers but if records were kept, none have survived and almost a year went by until in August 1865 we find a special meeting being called to elect a secretary, and this could explain the gap. The small doings of the Club may not have appeared to be of great interest at the time, and probably nobody thought that records of that particular period would be of interest to a reviewer over a century later; but this is an aspect that all club secretaries should bear in mind and make an effort to incorporate carefully in the minutes of the period a consecutive and connected record that can be followed many decades later.

The next proceedings, at White' Hotel, on 7 October 1865, refer to a letter received from R. J. Harman in which he made a present to the Club of a four-oared gig he had just imported from Salter of Oxford. This clinker built boat ⁽¹⁾ had outriggers and fixed seats and was christened 'Isis'. In recognition of the spirit and enterprise which had led him to render the Club such a valuable service Mr Harman was invited to a complimentary dinner, surely an idea which could be used more today. The 'Isis' is further referred to elsewhere but it was built on the same general lines as the clinker pairs used for training novices for another seventy years and known by the unfortunate users (in contrast to today's novices) as 'tubs'. Several older members can still remember the sore hands, seats and feet endured while pulling these craft up and down the river from Fitzgerald Ave to below Swanns Rd bridge, while Bert Ayers⁽²⁾ stood in the stern holding the rudder lines, his eagle eye and military bearing making us feel quite inadequate until, just as we were ready to quit, he would say "Well rowed, boys" and we would be ready to go out again next evening.

It is not until two years later, almost to the day, that we read of another offer by Harman to sell the Club another similar boat belonging to him for 60 dollars. It seems most of the management were men of considerable business experience and it does not seem likely that matters could have been so dormant as these scrappy records appear to suggest because, at a meeting on 24 August 1867, A. F. N. Blakiston was empowered to discuss with the Railway Club the possibility of amalgamation. Where this initiative came from or the reason behind it is not clear, but clearly it did not find favour as there is no further reference to it and both clubs continued to prosper.

A challenge from the 'Ariel' crew of Kaiapoi for a pairs race there over a distance of 10,000m. in the last week in November was considered and accepted but a similar challenge from Railway to take place a week earlier was turned down on the grounds that one such race was enough to have on hand at one time. Viewed from present day standards this may seem a little odd but on the other hand, how many would care to race that distance in an old fashioned, heavy, fixed-seat stump outrigger on that sort of course.

The first mention of a Captain since 1864 crops up in January 1868 when A. W. Blakiston was made Captain of the 'Isis' while W. A. Churton was put in charge of the 'Avon', although there is no record of which boat this was. At the last committee meeting that year, several names were struck off the roll for non-payment of

subscriptions, the first, but by no means the last, action of this kind. Several members were authorised to confer with Railway about arrangements for Opening Day, and it must be remembered that in those days the opening of the boating season was no small function as many photographs still available show. Things were done well. Enthusiasts gathered at the riverside early in the mornings and late at night, busy erecting poles all along the river from which many flags and streamers were hung. Every available piece of bunting that the shipping companies and Harbour Board could spare, or could be borrowed from other sources, was flown.

Ladies used the occasion to parade in their new spring clothing in the fashion of the day while the men sported proudly any blazers they possessed. It is a matter of some regret that those days have gone while, even at the Championship regattas there is very little to see other than unisex jeans and the like. There were, of course, very few other sports or functions to attract the public attention and rowing shared with cricket in popularity. Of summer sports croquet, bowls and tennis were not yet catered for apart from small parties who might be invited to play at the few private homes large enough to have a lawn and affluent enough to keep it in a condition good enough for play. In fact the Canterbury Amateur Athletic club began as the athletic branch of the combined rowing and cricket clubs.

From now on the story of the Club is well documented in minutes, annual reports and newspaper clippings which enthusiasts collected with much greater interest that they appear to do today. It is fair to say, however, that the amount of newspaper space allocated to rowing is nothing short of miraculous by today's standards but, or course, it reflects the lack of competition for space by other sports. Fascinating too is the colourful language used in these reports. To complete the 'end of the beginning' section we believe a typical example describing the opening of the 1869/70 season is worth quoting from. The whole item would take up far too much space being at least three times the length of this excerpt.

"The season for athletic amusement has again returned, and the Rowing clubs, with their wonted ardour, have taken the initiative in practically commencing operations. Saturday afternoon witnessed their first appearance in 'full dress', and no opening ceremonial was ever attended with such decided eclat. The first day of the boating term has, each successive year, been characterised by a large amount of interest among honorary supporters of the old English pastime, until Canterbury is assuming the lead in the promotion of rowing in New Zealand⁽⁵⁾. The emulation amongst clubs in procuring good boats, the degree of proficiency which individual members are rapidly attaining by attention to practice, and the severe contests of last year all indicate an earnestness worthy of the highest honour, whilst the friendly feeling predominant amongst the rival sections of the brotherhood is convincing proof of its social advantages, but that considerable scope for an improvement in a skilled point of view exists, is fully evident. - - - - -

Long before two o'clock crowds of people began to collect in the vicinity of the boatsheds. On the banks of the river to Stanmore bridge, and on the terrace in front of the villa residences, a gay animated throng of pedestrians, equestrians and velocipedians were gathered in large numbers. Looking from the bend of the river immediately in advance of the sheds was an impressive sight, which, aided by the natural features of the ground, the fluttering of flags, the busy activities of the clubs

on the landing stages preparing their craft for launching, is rarely witnessed in Canterbury. Fully one thousand persons must have been assembled and amongst the vehicles was a four-in-hand drag, driven by Major Wilson C. B., a large coach a la Cobb and innumerable contributions of all other grades in the service. The velocipede section was solely confined to the bicycles of which there were three. The two water velocipedes also received a share of attention but did not come far enough out of the boatsheds to afford a good view of them by the spectators and their appearance did not create a very favourable impression. They appear most unwieldy and but a very slow rate of speed can be obtained. A boy fell into the river from one of these machines while the other broke down in mid-stream and had to be paddled ashore.



An artist's impression of the opening of the boating about 1870 showing the first boat shed in the Oxford terrace road reserve. Photo by courtesy Alexander Turnbull Library.

It was considerably beyond the appointed hour – two o'clock – before the boats were ready for the procession, which is the customary prologue to the real business of the racing, but this office once affected, the Rev. A. E. Lingard and J. B. O'Hare as club commodores and R. P. Crosbie, acting as Grand Marshall, speedily got the flotilla under way, and thus the season was opened. In all eighteen boats, manned by crews wearing the orthodox attire and displaying the colours of their respective clubs, came to the scratch, and presented a very pretty and effective appearance."

There follows a list of boats taking part in the procession down to Stanmore Rd. and back to the sheds to prepare for "the sterner duties of the day" which comprised a bumping race, a novelty for Canterbury, the rules and results of which are described in detail and concluded "It would seem that the winning of the event was little more than a lottery, but still these races are very amusing and are often fraught with laughable contretemps but test the pluck and dexterity of the men themselves to a

very great extent. Finish, or the correct mode of handling an oar are almost lost sight of for the time being, - - - - This terminated the day's amusement which, we may safely say, afforded such a measure of enjoyment to the public, and sport to the crews, as never before characterised an Opening Day. The crowd rapidly dispersed but we had nearly omitted to mention that the 'Undine' capsized a second time in mid-stream. It was not however the result of an accident but intended as a 'lark'.

Noticeable throughout the report, as in others of the time, is the stress put on the names of the boats, the names of the crews, in many cases, being given almost as an afterthought.

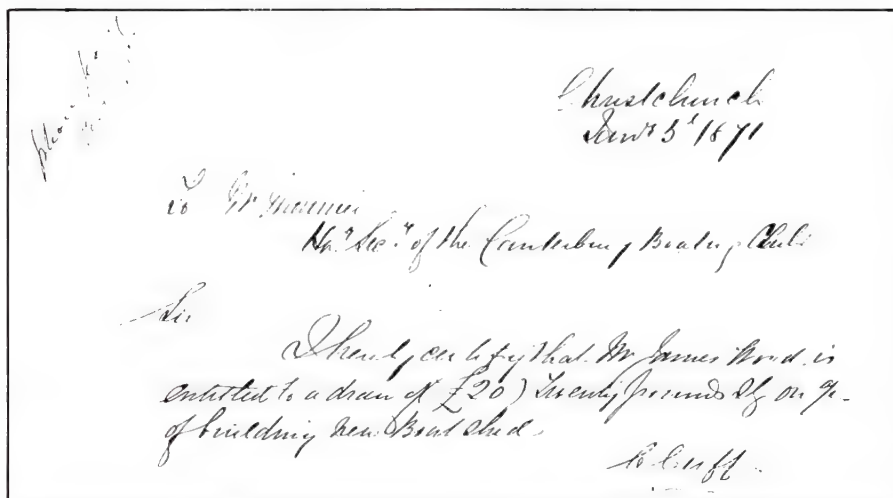
(1) Refer section on Racing.

(2) Refer section on Coaching

(3) Canterbury, Union and Star clubs were leaders in the formation of the N.Z.A.R.A.

THE CLUB — AS A BUILDING (1)

As mentioned earlier, the first boats were housed in a shed near the Forresters Hotel and permission had been obtained to build a boat-house in the vicinity but it was not proceeded with, possibly influenced by commercial events. The Hotel had been built in 1858 to take advantage of a scheme whereby craft would bring cargoes further upstream than 'The Bricks', but the building of a bridge at Stanmore Rd. put paid to this as only skiffs were able to get through it.



Another site was obtained on the south bank near Wards brewery as it then was. In due course Oxford Tce. was extended to this point but at the time the land was a road reserve. On this site the first boat-house owned by the finally constituted C.R.C. was built in 1871 by James Wood under the supervision of a surveyor C. Cuff. It cost 235 dollars. It stood on the river's edge, in fact partly over the river, with the entrance at the back of the building, while the front with doorways faced down river. Boats were taken onto a platform with landing skids. (They were much heavier than they are today.) E. D. Rees, was appointed custodian of the Club property and built a house nearby as well as sheds for his own boat-building business. The Union club subsequently built a little upstream, their last building before the move to Kerrs Reach still being there today.

J. R. Evans, who joined the Club as soon as he arrived from England in 1875, described part of the shed in an article in 'The Press' 5 February 1912, 'The conveniences consisted of a small dressing room and a bathroom, the latter being built on piles over the river. There was a good shower fed by a tank into which the bather

had to pump water before use. In the floor of the bathroom was a trap-door which, on being lifted, disclosed a short ladder reaching down about six feet to the bed of the river which in those days was clean gravel and very different from the smelly mixture of today. As the river water was then very clear the plunge bath was used more frequently than the shower. Owing to the shed often being left unlocked at night, many a stranger prowling about in the dark got an involuntary bath when careless members left the trap-door open."

This arrangement led to some acrimonious exchanges between local residents and Members, the former objecting, to quote a letter from one of them, to "a lot of young savages disporting themselves, without a stitch of clothing, in view of my front

City Council Office,
Christchurch, May 9th 1881

R. J. H. Hamanty-

Sir,
You are requested to remove at your earliest convenience the Roadshed belonging to your block as the Council is about to form the road round the river and the sheds there form an obstruction -

Will you kindly say how soon you can remove it as the Council is desirous to form the road before the Winter, to comply with the earnest requests and petitions of the ratepayers in that locality -

I have the honor to be

Sir

Your obedient servant
J. Hamanty
Town Clerk.

gate." One can imagine what a fuss there would be today if this sort of abandoned behaviour went on at Kerrs Reach, in spite of now having women rowers.

Several more or less prosperous but, from the Clubs point of view, uneventful years followed until, in 1881, the Municipal Council reminded the Club, on its twentieth birthday, of the condition under which they had been allowed to build on a road reserve, which now required the immediate removal of the shed.

But the times were not uneventful in other ways.

The first through train to Dunedin ran in 1878; the foundation stone for the G.P.O. in the Square was laid in 1877. The Education Act of that year had provided for free secular education for the first time, although the Canterbury University College had been founded four years earlier. The population of the whole of the Canterbury province in the 1878 census was only a little over 30,000, of whom it was estimated that only a quarter could read and write.

(2)

Wise direction of Club affairs had anticipated the Council's order and a section had been purchased from M. Campbell for 400 dollars. This was on the opposite (north) side of the river adjacent to what was to become the extension of Fitzgerald Avenue. The land purchased was a corner of an area known as Bowron's paddock or The Daisy Field, an open, grassy area extending along the river to a point near the present Avonside Tennis Club. There was a footbridge across the river from Ward's Brewery, but it is not recorded whether this convenient access had any bearing on the selection of the site!

The Club was pleased to accept the offer of W. F. Hubbard to carry out a survey of the land, prepare the necessary plans and specifications and to superintend the work in connection with the removal of the old shed from the other bank and its re-erection. This was done as a gesture of goodwill without payment. The plans provid-



"A post-card, a new taken much later but showing the re-sited buildings in the left."

ed for a concrete floor for the shed, which must have seemed a great step forward, a new dressing room half as large again as the old one, three baths of concrete and brick fitted with showers, and an artesian water supply lifted by hydraulic ram to 800 gallons of storage tanks. The land was to be fenced along the eastern boundary, while another fence, with a gate, to the northern side would give a measure of privacy.

Before the shed was shifted Club members rowed the boats up the river to the Mill Island and carried them across the road to a store in Hereford St. belonging to R. D. Thomas who was later to become President. This was the site of Lane's mill and the island still exists although the scene in 1881 is hard to visualise 106 years later.

The contract for the work was let for 470 dollars. Some groundworks were also done and a breastwork built along the riverside. Once again part of the site was on a road reserve and permission for platforms and staging had to be obtained from the Avon Roads Board. To meet the expenses the Trustees of the Campbell estate agreed to convert an existing mortgage of 200 dollars due in 1882 to one of 600 dollars for five years at 5 percent, and active members were asked to pay an additional special subscription of one dollar each in the following season. A sinking fund, which, at the expiration of the period, would cover the mortgage repayment was started by the purchase of shares in the Permanent Investment and Loan Association.

At the Annual meeting in 1882 J. O. Jones advocated the laying of a tennis court on a piece of vacant ground adjoining the shed and after considerable discussion this was passed subject to the cost not exceeding the mover's estimate of 20 dollars. At the time there were few courts existing as pointed out earlier, but the proviso killed the idea as it was found that the cost would be at least four times that amount, and only for clay surface at that. Some of the older members were very relieved as tennis was considered a bit of a 'pansy' game and scarcely suited to the image of a hard-bitten oarsman. The sustained athletic feats of today's top tennis professionals were, of course, unknown then while it was quite normal to have rowing races in heavy clinker boats over three or more times the recognised 2000m. of today, and not in light, mainly plastic modern craft.

Apart from small sums appearing in the balance sheets for repairs etc. all remained quiet on the building front until 1885 when the Deputy Captain, E. M. Boulton, suggested that the time had come to consider buying more boats and increasing the accommodation. The following month J. J. Collins produced a sketch plan for a new building estimated to cost one thousand dollars and a circular was sent to members explaining how it was proposed to pay for it. A Special general meeting was held at Warner's Hotel on 25 June 1886 and the committee was empowered to borrow 1600 dollars to be applied to the repayment of existing mortgage (300), purchase of boats (300) and improvements to shed (1000). However the committee had second thoughts and decided that only part of the plan would go ahead at that stage, namely, a shed 15m. by 5m. sufficient to accommodate the new boats. The overall design had provided for another similar shed alongside but with a second storey, allowing for club and committee rooms with a balcony, and tower with flagpole.

A contract for the new shed together with an addition to the existing dressing room, a landing stage and a floating platform, and fencing, was let to Russell Bros. for 625 dollars, to be completed by Opening Day.

For his trouble in preparing the plans and specification and supervising the work, J. J. Collins was elected a Life Member at the A.G.M. in 1886. The whole project was financed by a loan of 1200 dollars from Harman & Stevens, the earlier mortgage have been paid off, and a personal loan by R. J. Harman of 300 dollars. It is interesting to read that permission had to be obtained from the Christchurch Drainage Board to erect the new landing stage, so that the division of responsibility between river bed and banks which has resulted in so much frustration over the years, was already present in those early days. The rates paid in 1887 were 4 dollars and the Club's property was insured for 2000 dollars.

New members were flocking to the Club and a prosperous future seemed assured, so much so that already in April the following year Mr. Collins was asked to call tenders for a further stage of his design but once again it did not go ahead as the tenders received were all higher than the estimate.

The Annual meeting in 1888 considered a desire expressed by some members that a branch shed be established at Sumner, possibly influenced by the fact that the Sumner coach service gave way that year to the tramway which had been extended over the Heathcote. The Union club did have a shed there in 1890 but the question of a branch shed for the Club did not come up again until 1904 when it was decided to purchase a section at New Brighton for 130 dollars. Reading between the lines it was probably the brain-child of a group of the 'young savages' looking for a holiday camp rather than a serious training venue.

The next events suggest that things got done in those days with remarkable speed. The Club Captain certainly had a much greater influence on all types of membership and it seems there were plenty of people willing to lend money to the Club on



The new and the old shed, Avonside Drive about 1890. Note Fitzgerald Ave. foot-bridge.

reasonable terms and, for those days, quite large amounts. On 3 October 1888 it was decided that Mr. Collins should look into the lighting of the buildings with gas, subject to the cost not exceeding 15 dollars. Within 13 days the work had been done and an account from Hemment Bros. for 8 dollars passed for payment. The first account for gas consumption was 20 cents.

In January 1889 it was reported that the old shed required strengthening and various repairs carrying out, but it was decided to consult Mr. Harman about funds to implement Mr. Collins' original plan. Within two months a printed circular was sent to all members recommending that the Club go ahead with that proposal which was approved unanimously by a Special general meeting in May. On 1 June the tender of John Woods for 938 dollars was accepted and a further circular sent to all Life and Honorary members soliciting support, a method of mild blackmail which has been used several times since. The Annual report for 1899 stated that the building would be completed in time for the 29th Annual meeting to be held there in September.

(3)

The treasurer of the Club at this time was C. W. Turner and, in some historical notes that he prepared in 1934, he recalls that he was away in Queensland for six months and on returning in November a member of the Star club met him in Wellington and showed him a photograph of the new Clubhouse taken on Opening Day. "This was a great surprise as I was not even aware that the building had started. One felt proud to belong to a club possessing such drive."

The appearance of the building is well known, even to today's members, thanks to many newspaper photographs of which copies still exist, and of the etching which hangs in the clubroom. A newspaper account at the time of the Opening describes the arrangements. "on the ground floor additional accomodation for boats has been provided. A new shed the same size as the shed erected a few years ago, has been built. This, with the old shed, gives ample space for the Club's boats. A ladies room, adjoins the new shed. Ascending the staircase, situated in a tower at the south-west angle of the buildings, the upper floor is reached. Here the principal room is a spacious hall, admirably adapted for meetings, social gatherings etc, which, no doubt, the members of the Club and their friends will fully appreciate during the coming season. The walls are dadoed with native woods — red and white pine in alternate panels the upper portion being finished off in papering in harmony. A balcony facing the river is accessible from the clubroom and will enable lady visitors to witness the races and aquatic manoeuvres on the river. A reading room finished in the same style as the hall opens off the landing of the stairs. The third storey of the tower is utilised as an office for the secretary and treasurer, where no doubt the latter will be glad to interview those members when their consciences prick them with regard to un-paid subscription. The top of the tower is covered with a lead flat and railed around. A fine view of the surrounding country can be obtained from this vantage ground. In order to complete the description of the boathouse, as it now stands, mention should be made of the bathroom, where plunge and shower baths may be enjoyed by members and the dressing room adjoining fitted with a large number of

convenient lockers. The whole building is lit with gas throughout and it is a pile of which the members of the Canterbury Rowing Club may be proud."

Nearly all the racing and practice boats were housed in the old shed while the 'pleasure' boats and the stump outriggers were kept in the new one. From then on the two portions were spoken of as the 'pleasure shed' and the 'racing shed'.

All who rowed from the Club up until 1960 still remember the building with great affection. So much so in fact that several old members refused to accept the present building at Kerrs Reach at all, and never went to see it. For them perhaps, the Club was a Building. In any event the 'pile' on Fitzgerald Avenue was an architectural feature of the district and one which, given other uses perhaps and on another site may well have been on the list of buildings marked by the Historic Places Trust for special treatment.

And so Opening Day 1889/1900 was a great occasion for the Club. The balcony was reserved for the afternoon for the Honorary members and their friends and afternoon tea was provided by Mesdames Harman and Thomas. Cups, saucers and plates were hired for the event and the treasurer was authorised to spend up to two dollars "for confectionary". A man had been employed to tidy up the river bank; Mrs Collins had made blinds; Miss Walton had made curtains for the clubroom and committee room and A. E. G. Rhodes provided a carpet for the Ladies Room.

For the first time a bank overdraft was arranged, up to 300 dollars, and the Club's apparent affluence led to Augustus Rees⁽²⁾ being engaged "to sweep regularly the different rooms of the Club including the dressing room, and washing same as required, cleaning the windows, keeping tidy the papers in the committee room and to keep the premises generally in order". This for the sum of 20 dollars per year.

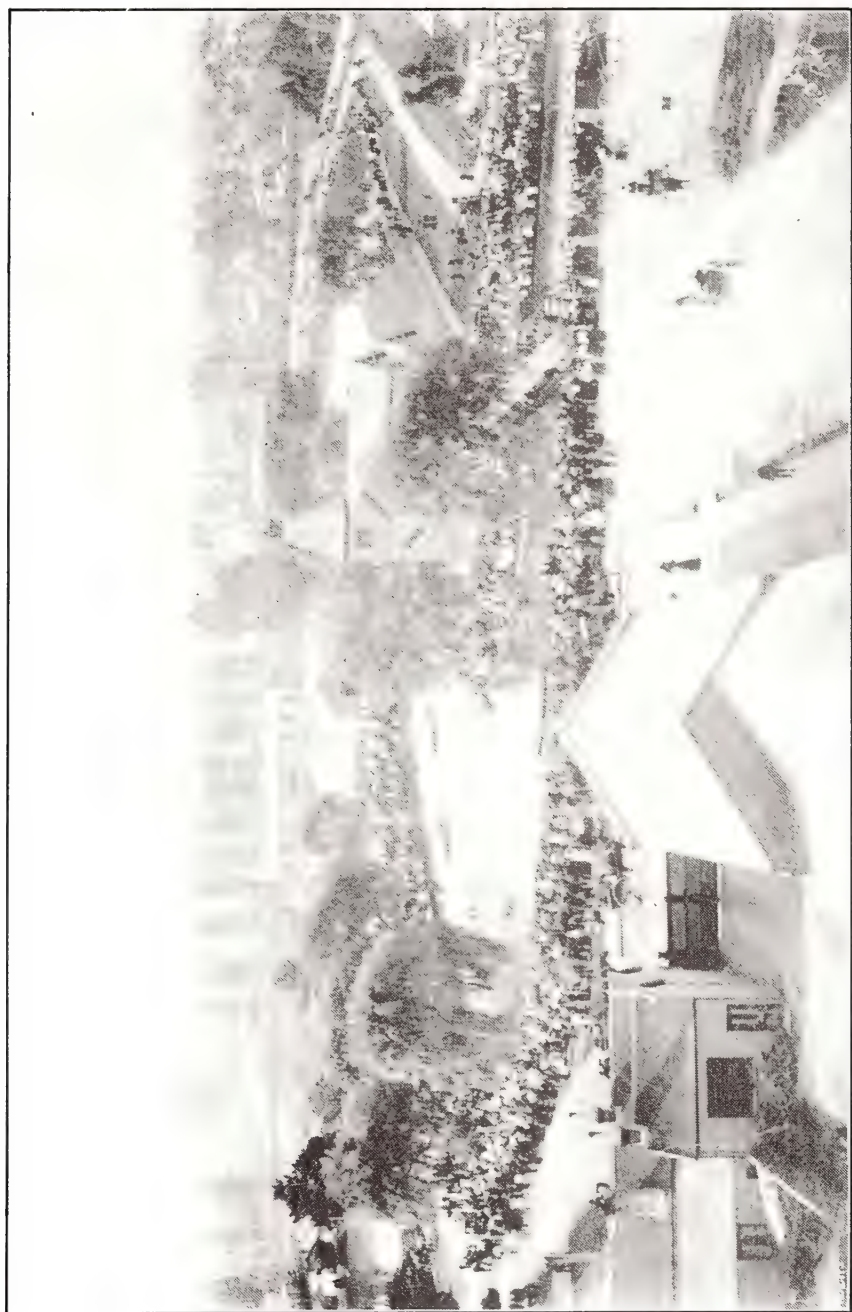
In 1890 the building and furniture were insured for 1500 dollars and the fleet of 30 boats for 1100, although the combined balance sheet value was 4000 dollars. For the first time the Club was in a position to run a series of dances on its own premises resulting in a substantial profit and was able to assist others, the Christchurch Football club for instance, being allowed to use the baths and dressing room during the winter months.

A large gas stove was purchased and the Avon Roads Board rates had increased to 5 dollars but in 1891 it is noted that rates were also levied by the City Council to the tune of 5 dollars.

For the next decade the Club was able to concentrate on rowing, on its commitments to other bodies, such as the N.Z.A.R.A., local Association and the various regatta organisations.

In 1902 the building had a Government valuation of 1160 dollars and a tender for painting was let. It was specially noted that this was subject to the secretary being satisfied that the Contractor was covering his workmen under the new Workers Compensation for Accidents Act.

It was not until a committee meeting in 1906 that F. I. Cowlshaw introduced the subject of re-building shed and proposed that a Building Fund be started by inviting all members to subscribe certain sum every three months and it was agreed to try this. However at the Annual meeting in 1907 he had to admit disappointment that his scheme had met with scant success (although it is noted in the minutes that there was sufficient funds to have a new fangled telephone installed in the clubhouse.)



Opening of the Season at the turn of the century. In the foreground Wards brewery. Centre, the footbridge and new building. To the left, Rees' boatshed and the two storey Union clubhouse.

But he was still telling members in 1910 that rebuilding could not be long delayed. This time he was listened to, at least to the extent that a sub-committee of ways and means was set up.

But there were the usual financial difficulties over this period. The Brighton section was sold for 200 dollars so this venture showed a fair profit. Apart from that it had evidently been a considerable social asset as the land was sold exclusive of 'several batches'⁽³⁾ and in 1906 'the men of the batches' had been granted the use of an old pleasure boat.

There was still no building action at the end of 1912, but decayed timber in the pleasure shed had to be replaced and painting again undertaken, this time at a cost of 110 dollars. City Council rates had increased to 16 dollars and there was still an outstanding mortgage of 1100 dollars.

Man proposes — in 1913 J. J. Collins was again consulted and prepared plans for a new racing shed and dressing rooms and for an extension of the pleasure shed towards the bridge, providing a billiard room on the first floor, and extension to the ladies room, and a cycle shed. Donations were called for and sums totalling 500 dollars were promised by members and friends. The committee decided to accept a tender for 1500 dollars to complete the work and a mortgage of 1800 dollars was proposed to replace the current one.

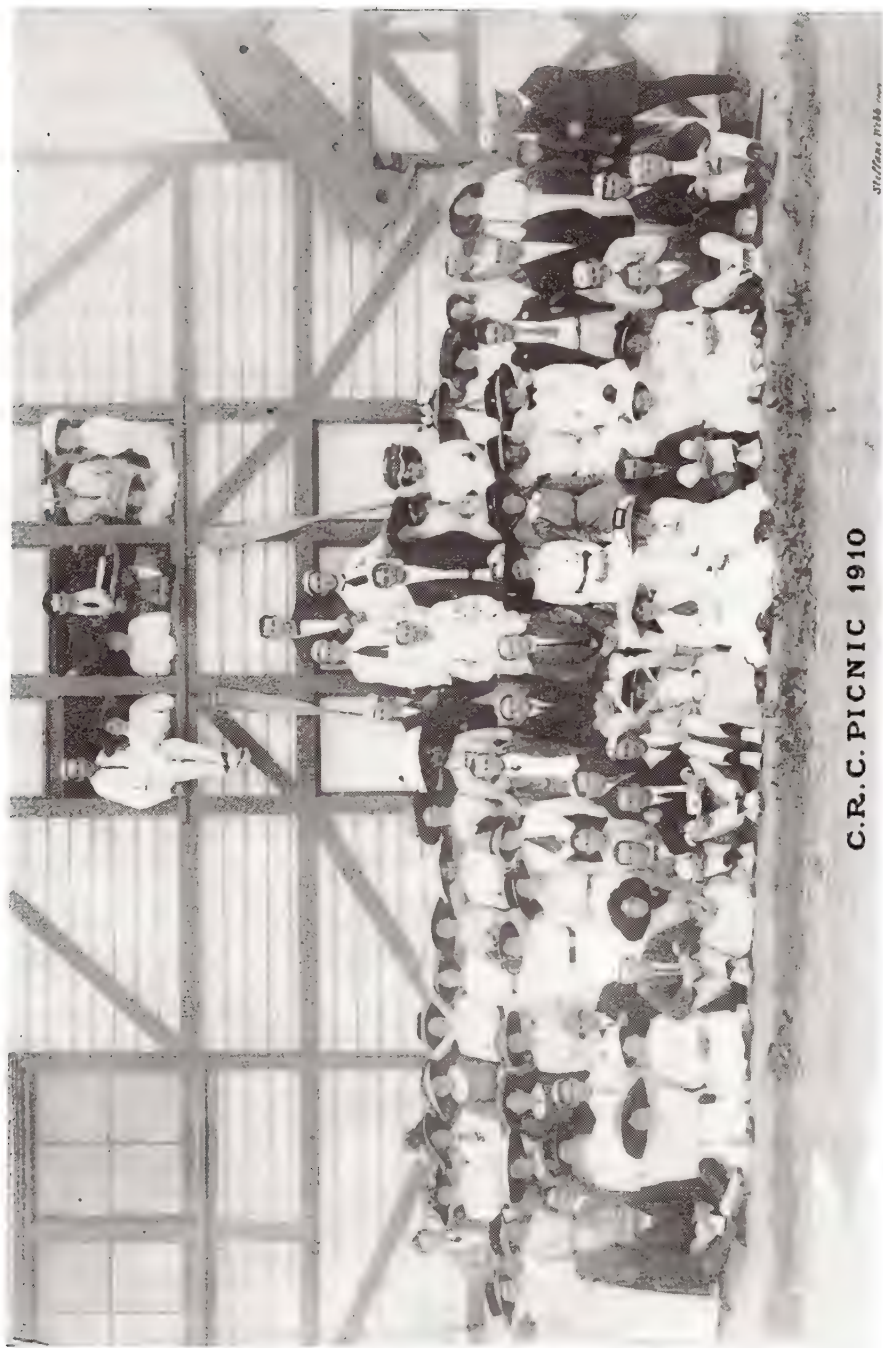
But — when the time came to commence operations the following year another type of operation had already commenced between Britain and Germany and it was thought expedient to postpone the work, temporarily it was hoped, until what was to become known as the First World War was over, and members were urged to continue collecting for the fund. Mr Collins interviewed the builder who agreed to drop the contract without penalty but several members successfully moved that the decision to defer be rescinded. However the 'money bags' had the final say when Cowlshaw's firm were unable to arrange the required mortgage finance. Within a few months the active membership of the Club had been halved by volunteers for Active Service.

But the disruption of the World War did not stop the City Council from threatening, in 1915, to prosecute the Club for not having obeyed its order to connect the Clubhouse to the new main sewer. Once again J. J. Collins came to the rescue and arranged for a water-closet to be installed in the place where it would be if his building extension plan ever proceeded.

In fact the plans never did proceed in the form envisaged. As will be told, the years of the war and immediately afterwards were a time of extreme difficulty for the Club, and indeed many other clubs like it.⁽⁴⁾

With the leading active and experienced men away overseas, very few of whom came back physically or mentally prepared to take up where they left off, and with interest in recruitment to sports generally at a low ebb, it was only the dedication of a number of lady members and older people such as Collins, Cowlshaw, J. R. and W. H. Evans, N. L. McBeth, H. S. Ayers and J. R. Fuller who 'kept the flag flying'.

So it was not until April 1920 that the subject of ways and means came up again, but received little support, this time because most members at a Special meeting in June felt that it should be held over until sufficient had been donated to provide a Roll of Honour for those members who had not returned from the war, a project which



Stiffens 1910

C.R.C. PICNIC 1910
Group outside pleasure shed

had languished since 1918. However at a later meeting Bert Ayers had a happy idea that the best War Memorial that the Club could provide would be a new racing shed built in permanent materials.

(4)

In the end both the shed and the Roll of Honour were provided, although another year was to go by before the Memorial Racing Shed was officially opened on 28 October 1922 by F. I. Cowlshaw. He paid tribute to the 34 members of the Club who had lost their lives, to whom the steel-reinforced concrete shed was a fitting and permanent memorial. Renovations to the Pleasure shed had also been carried out as part of the scheme, perhaps as a result of blemishes shown up by the new-fangled electric lights which had been installed in place of the gas mantles. Invitations had been sent to all members, donors to the Memorial Fund, and relatives of the fallen. This was one of the earliest ferro-concrete buildings in the city, an utilitarian, but not unhandsome, structure and this was a proud day for all who had worked so hard towards it. The site was that of the original racing shed which had been moved from the other side of the river 40 years before.

There were two bays with four sets of racks but, as eight-oared racing still was not 'in', the shed was only long enough for fours. At one end there was a raised section of roof with east lights and racks for oars in the vertical position, while a long room on the river side was lined both sides with lockers and seats, with two showers at the end (cold only in those tough times.)

Rather sadly the 'permanent' shed had to give way, along with the rest of the old building, to road widening later and now exists only as photographs or in the memories of many of our old, and not so old, members who are with us today. One particular memory, which most would rather forget, is the smell of sweat soaked togs after they had been hanging in the unventilated wooden lockers for perhaps a week.

For the next two decades, membership kept at a strong level, the plant was in reasonable order thanks to the efforts of several members, particularly University engineers, although then, as now, finance, or lack of it, provided several paragraphs in every Annual report. Building maintenance, although kept to a minimum, invariably exceeded the estimates, the mortgage indebtedness kept increasing and, for only the second time, there is a bank overdraft.

In 1940 the building was painted by contract for 135 dollars, War risk insurance on the premises had risen to 3600 dollars and on the plant to 2000.

For the next four years the Club was virtually closed down, the Clubhouse itself being broken into on several occasions and considerable damage done, but a revival at a Special general meeting attended by about 30 persons was seen in 1944 when 12 men from the University were elected as full active members, renewing the strong ties that had existed with the University club before the Second World war. In later years there was a tendency to regard the special relationship that has existed with the University club as rather a liability; certainly ties have never been quite so strong again, as recorded in the section on the University, but there is no doubt that on more than one occasion the Canterbury Club has been raised from the potential



F. I. Cowlshaw opening the war Memorial racing shed.

A group of leading Members and Subscribers to the Memorial fund.



doldrums by men, and later by women, from outside the city, who have come to study at the University of Canterbury.

Later that year a sub-committee comprising J. G. Collins⁽⁵⁾, W. H. Evans and C. H. Clemens was charged with reporting on the condition of the buildings. They found that the main beams of black pine were quite sound and the hall therefore quite safe. The only rot was in the extra supports that had been put in in 1922 beneath the billiard table. But repairs were required to the windows and the cost of 80 dollars was met by the Evans Trust.

In the middle of 1946 finances were at such a low ebb that the hall was advertised to let for storage or light industry. Neither of these alternatives evidently appealed to commercial interests but led to an application by the Dallington Rugby League club to lease the hall and pleasure shed during the winter months. As this worked in well with the Club's requirements as to timing, an agreement was signed which gave the League club what they required at a rental of 2 dollars per week, but required them to make substantial repairs. This partnership worked very well for eight years and kept the building in good order, but was terminated in 1954 due to some difference of opinion on what constituted responsible behaviour by certain members of the League club.

At about this time also a Mr G. Avers offered his services as honorary custodian in return for free lodging. His offer was accepted and the Annual report for 1946 states that his presence saved the building from damage on several occasions. Later a similar arrangement was made with a Mr Henry, also successfully because it is recorded that a presentation was made to him by the Club before he left to live in Tolaga Bay in 1951.

Also in 1951 the first thoughts of a move to Kerrs Reach came up when it was agreed with the other river clubs that the Canterbury Rowing Association should make arrangements for a combined boat storage shed there for training, but there seemed to be little thought, if any, that club rooms would have to be shifted.

**WE INVITE YOU TO A SERIES OF
CHRISTIAN MISSION MEETINGS**

TO BE HELD IN

CANTERBURY ROWING CLUB HALL

Fitzgerald Avenue

SUNDAYS 6 - 45 p.m. — THURSDAYS 7 - 30 p.m.

***A message planned to help you understand
your Bible, your God and his purpose.***

Our Only Message — "Christ"

Our Only Name — "Christian"

A WELCOME TO ALL ::::: COME!

Evangelists — Messrs W. Frank and P. Lewis.

As the Dallington club moved out, the High School Old Boys Rugby Club moved in, and then, and this may seem a little incongruous in the context of the chapter on The Club as a Social Centre the Hall was let to Rev. W. Franks at 4 dollars a week, to hold religious services on Thursday and Sundays, with permission to display a banner on the outside of the boathouse. Unfortunately no photograph of this appears to have been taken. It would surely have been quite unique in rowing club history. Sadly this letting only lasted 12 months as the reverend gentleman had to admit that the local people had not responded to his mission with the degree of enthusiasm he had hoped.

During these years the University Drama Society had the use of the pleasure shed on a number of occasions, as did the Revue committee, the Avonside Scouts and the Christchurch Young Citizens Club. In every case the lettings were subject to the making good by the tenant of any damage. As might, perhaps, be expected, it was the Revue committee who suffered most from this proviso.

The first serious discussions concerning a shift from the 'Town' site to 'The Reach' took place at the Annual Meeting in 1956 when it was resolved to ask the C.R.A. to make provision for a site for the Club, although many members still thought that the clubhouse itself could remain at Fitzgerald Avenue. To this end reports were obtained from the Fire Board, the City Engineer and the Health Inspector, on the condition of the Pleasure shed and the Hall and work that would have to be done in order to gain a Public Hall licence. However the report was generally unfavourable, leaving no doubt in the minds of most members that a complete move would have to be made, a decision already made by the Avon club. As mentioned earlier it was a matter of some regret that a few old members at that time could not come to terms with the concept while others were worried that the three clubs living in such close proximity would lead to a serious decline in competition, with members fraternising more freely and tending to forget that you had to 'hate' your enemy on the water. In the event, in fact, competition became more intense when each club could see what the others were doing; at least that was so until much later trends, nothing to do with geography, caused a decline in actual competition although the spirit of competition remained, and continues to remain high.

The big question was how to raise the formidable sum that would be required to rebuild and how best to dispose of the old buildings, which, it was now made known, were offered for sale. The first offer, 2000 dollars came from the Fire Brigade Band but was declined, which was a good thing for both parties as it turned out. Many members, and not only the older ones, had some sincere pangs of conscience at the thought of abandoning the War Memorial racing shed, but a compromise was reached. It was agreed that the engraved marble Roll of Honour be put in safe keeping and incorporated in the new building. After many years of wondering where it should go it was at last mounted on the boatshed wall adjacent to the new Womens Dressing room, a fitting, if fortuitous, reminder also of the part the lady supporters of the Club had played during and after the particularly difficult times of two world wars, until the enlightened times when they were finally accepted for full active membership with all the responsibilities that entailed.

Looking upstream from about Medway St. to Fitzgerald Ave. today it is hard to imagine how races were ever held there, on the 'Town course'. An essential element



Closing day 1958. The last at the Fitzgerald Ave site.

The first Opening Day for the partially completed Kerrs Reach building.



was the weir at Medway St. Events which led to the removal of this weir are told later but in the Annual report for 1956/7 it was pointed out that mud-banks were already appearing in the river and once the weir was removed entirely the river adjacent to the clubhouse would be quite unrowable.

A Special General meeting was called for 14 August 1957, to decide whether the Club should move its headquarters to Kerrs Reach and, if so, (a) to decide a preference for one or other of the four sites offered by the City Council, (b) the type of building required and (c) whether the old property should be sold.

The Avon club had already decided to move and Union had purchased a war-surplus building to move to the Reach for a boat-shed, but would retain, and offer for lease, their Oxford Terrace building⁽⁶⁾. The Council was anxious to learn of the Club's requirements and the President, Somers Cox, advised his belief that some financial assistance might be available from them but he pointed out that, although the Government valuation on the old buildings was 6000 dollars, the resale value was only what could be obtained on the market. Club Captain, Evan McCalman, said that the Club had no option but to go where there was some water and Kerrs Reach was the logical place, although there was still a lot of work needing doing there as well as a weed problem. The chance now presented itself to build a modern pavilion in permanent materials with low maintenance cost and, if the challenge was issued, the members would find the money.

And so it was decided.

(5)

The question of a site was soon settled. Avon were granted No. 1 site, nearest Avonside Drive, which was their choice. The Club got their first choice, next to Avon. A proposal to follow the example of Union and purchase or erect a shed only, received little support, which was just as well as will be seen, and it was agreed that a permanent building should be started without delay. The size of the site meant that the whole area would be required for boat storage and handling, ablutions etc., thus requiring a second storey for social rooms. A Building committee was elected to go into ways and means⁽⁶⁾ and were greatly assisted in this by the news in May 1958 that the City Council had offered to buy the old buildings for 7200 dollars, the Club being allowed to retain possession until their new property was ready. The offer was accepted, rather gratefully one would imagine, and the committee instructed to proceed with all speed under the guidance of Mr C. R. Thomas who had offered his assistance as Honorary Architect.

Further assistance came from the City Council, namely a grant of 1000 dollars to enable the mortgage on the old property to be repaid, as well as a Sports Club loan of 3,500 dollars on table mortgage repayable over 15 years to assist with the new building.

This was the first time since the Fitzgerald Avenue building site was acquired in 1879 that it had been free of debt and this was referred to by the President at the 1958 Annual meeting which was of historic importance to the Club. He believed that the overall plan for Kerrs Reach was such that it could become one of the City's beauty spots and rowers would have something to be proud of. It was particularly pleas-

ing that a Club member, Frank Cullen, had been one of the prime movers in drawing up the plan.

The Honorary Architect and his assistant, Ian Athfield, an active member of the Club, and now a leading architect in Wellington, had prepared detailed plans of their proposals and these were displayed at that meeting (see illustration). The estimated cost of the building as drawn, at that time, was 19,000 dollars.

The plans were generally approved, the only criticism, which later proved to be justified, being of the valley gutters. The structural steelwork was considered to be beyond the capabilities of part-time workers, although the Club had some extremely capable members and supporters who might have been called upon, so the Building committee⁽⁷⁾ were given permission to commit up to 8,000 dollars on this structure. A contract was eventually let to L. H. Hannah and Sons for 8,400, not a great overrun but perhaps a warning of things to come.

It was proposed that further contracts be let, one for the complete ground floor concrete pour and another for block-laying, both tasks for experts if a first-class, trouble free result was to be achieved. It was considered that the roof could be put on by voluntary labour and the committee was instructed to proceed accordingly. C. R. Thomas was granted Honorary membership of the Club.⁽⁷⁾

Early in 1960 the roof timbers were fixed to the steel portal frames by members under the direction of an employed carpenter, the valley gutters fitted and the sarking, iron and skylights fixed in place. After the rowing season, work continued every week-end closing in the building.



Interior demolition started. Compare this with photo on page 35.

Unfortunately, about this time, the spirit of optimism among members was abating as it became clear that costs were outstripping income not only in respect of the Building account but also in the general day to day running of the Club. It was not the first time in the Club's life that such a position had been reached, but it certainly was the first time that members had been given such a heavy task of physical effort, fund-raising and hard rowing at the same time.

Meanwhile the route of State Highway 1 through the city had been decided as Moorhouse — Fitzgerald — Bealey Avenues, necessitating a new bridge over the Avon at Fitzgerald Ave. with reconstruction of the road from there to Bealey Ave. Plans completed by the City Council required the removal of the old Club buildings and tenders were called for their demolition. This was greeted with some dismay by Club members but was not without some advantage accruing to the Building committee who saw a way to boost flagging funds and entered a tender on behalf of the Club for the sum of 40 dollars with rights to all materials. It is not known whether this was the most advantageous tender received but it was accepted and a group of members with some knowledge of building and materials was given the task of organising the work.⁽⁸⁾ Twelve months later, of the venerable old building, only a few piles of firewood remained but the exercise had stretched to the limit the manpower the Club had managed to muster, resulting in very little further progress at Kerrs Reach. Approximately 300 dollars was added to the funds from the sale of materials, not the least being the lead from the tower roof. Not a great return for the work involved but at least members had the satisfaction of administering the Coup de grace themselves.

At Kerrs Reach the blockwork had been finished, although not paid for, because of a long running argument with the supplier concerning a discrepancy between the quoted and invoiced prices, some 1000 dollars. In the end the Club had to pay the extra at a time when the whole project was under the greatest financial stress.

And so the building could at least be used as a boat-shed. With the exception of the centre span of the north wall and the main entrance bay, the exterior walls had been completed. The gaps had been temporarily closed in, after a fashion, with scrap timbers and galvanised iron sheets but it was soon found to be impossible to keep out the birds who were delighted with their new found shelter and showed their appreciation by fouling all horizontal surfaces and creating a most unpleasant problem which was never finally overcome until a few months before completion.

At this time a completion date looked to be a long way off, as indeed was to be the case. To date the project had cost over 18,000 dollars and it was estimated that a further 8,000 would be required. A grant of 500 dollars had been received from the Lottery Board to mark the Club's centennial, a disappointing amount, as was the appeal to old members which up to that time had reached 3,000 dollars whereas the active members had pledged 1,000. Providing the City Council would grant a Public Hall licence, so that the Hall could be let to provide a source of income, an offer of 4,000 on mortgage had been received and it was thought that this would allow the re-employment of the carpenter so that some further progress could be made before the Centennial celebrations, although difficulty was now being experienced in obtaining quotations for flooring to the specifications required for a Public Hall licence.

To mark the Centenary of amateur rowing in New Zealand as the Club approached its 100th year, the N.Z.A.R.A. decided to honour the occasion, and the Club, by



Kerrs Reach building in August 1960



Kerrs Reach building in August 1960



N.Z.A.R.A. 74th A.G.M. At the head BROOKER (chairman) JURY (President) WILSON (Secretary)

Main table. Left DUNCAN, WEENIKI, ASHBY, ROWLANDS, CROOT, JELLIE.

Right, BYERS, CROTTY, EDWARDS, KIDD, STILES, SAUNDERS, SAUL.

Far right, GOULD, McCALMAN, WALKER, RICHARDS, THORN, STRACHAN, BUTTERFIELD, WERGES.



Association Dinner 1961



Hon. H. R. Lake announcing a Lottery Board grant at opening of clubhouse March 1962

Somers Cox (President) presenting Centennial Oar to B. R. Walker (President NZARA) with the approval of Bishop Warren.





Studying the 1962 Championship programme

Church Parade, RENAUT, BROWN, COX, BEAVEN, CLEMENS



holding its 74th Annual General meeting in Christchurch and this historic gathering took place in November 1961 in the equally historic old Provincial Council Chamber followed by an Association dinner.⁽⁹⁾

Meanwhile, although a number of improvements had been effected, very little real progress had been possible as funds were fast running out. Showers and conveniences had been installed and some boat racks and oar racks erected. With the N.Z. Championship regatta⁽¹⁰⁾ set down for March 1962 what money was left was used to put down a temporary floor upstairs the length of the riverside bay and to erect a temporary staircase so that members attending the celebrations would have a balcony from which to watch the racing and get a preview of what, with their help, the clubroom could eventually look like; and to sponsor the premier four race at the regatta.

It was most unfortunate that at this time an argument arose with the Avon club over the subject of the public hall licence. Avon were of the opinion that, when the Kerrs Reach sites were allocated by the City Council and conditions of leases discussed, only they had indicated that they would be seeking a licence and understood that only one would be issued in the area . . . On this understanding they had borrowed money to complete their building (just as the Club was contemplating doing) and would be in financial difficulty if their tenant, who intended to run Saturday night dances, was faced with similar competition next door . . . On discussing this with the Parks & Reserves Dept. of the City Council, the Club was told that a licence would be granted if they were prepared to wait 12 months. As there was now no possibility of the hall being completed to Public Hall standard by that time, the Club agreed to wait and in February 1962 (ie. a few weeks before the Championship regatta) the Council confirmed that, provided standards were met, an application for a licence after 1 July 1963 would be granted. This immediately brought a letter from the Avon club's solicitors giving notice that they had been instructed to issue a writ asking the Supreme Court to grant an injunction to prevent the Club from uplifting such a licence and that any further correspondence on the subject must be addressed to the solicitors.

As can be appreciated, feelings ran high, and an endeavour was made to debate the action at a meeting of the Canterbury Rowing Association but the Club delegates refused to discuss the issue there while under such a threat. The C.R.A. President at the time, Wally Richards (Union) undertook the unenviable task of endeavouring to arbitrate. He had several discussions with the two club Presidents and a compromise was reached to the extent that a resolution was put to the Annual Meeting of the Club on 30 August 1962 by the Captain on behalf of the Managing Committee — "That providing the Avon Rowing Club withdraws its threat of injunction proceedings the Club gives an undertaking that it will not let its Hall for public dances on Saturday evenings in competition with the Avon club's tenant for a maximum period of four years from 30 June 1963". However the proposal was rejected by the members on the grounds that it gave the impression that the Club could not defend a Court action; that the City Council had already decided the issue by agreeing that a licence would be issued and that the Club had nothing to lose by sitting tight. In retrospect Basil Taylor who moved the motion, and his seconder Charlie Bacon, were right. No proceedings were ever instituted, although it was not foreseen at the time

that regular Saturday night 'hops' were fast becoming a thing of the past. In fact, more than four years were to pass before the licence was taken up but in the meantime the prospective mortgagor had withdrawn.

At the 1962 Annual meeting it was decided to offer a Debenture issue to Club members but it was not greatly successful, only raising enough to keep the project afloat in very shallow water. The cost had risen to 20,200 dollars and the estimate to complete still another 12000. The debentures were to be repaid more or less on demand, but most of them were left for many years, some being repaid as late as 1983 and others converted into donations.

Over the years the lady members had been raising funds themselves for kitchen equipment, by means of street cake and produce stalls and by catering for lunches at regattas. They also produced and sold the 'C.R.C. Recipe Book'. By 1963 the total in their bank account was 800 dollars. These women, led by the wife of the President in office, worked extremely hard for the Club; mostly wives of older members and mothers of active members, a feature of Club life which unfortunately has never been entirely recaptured as times improved.

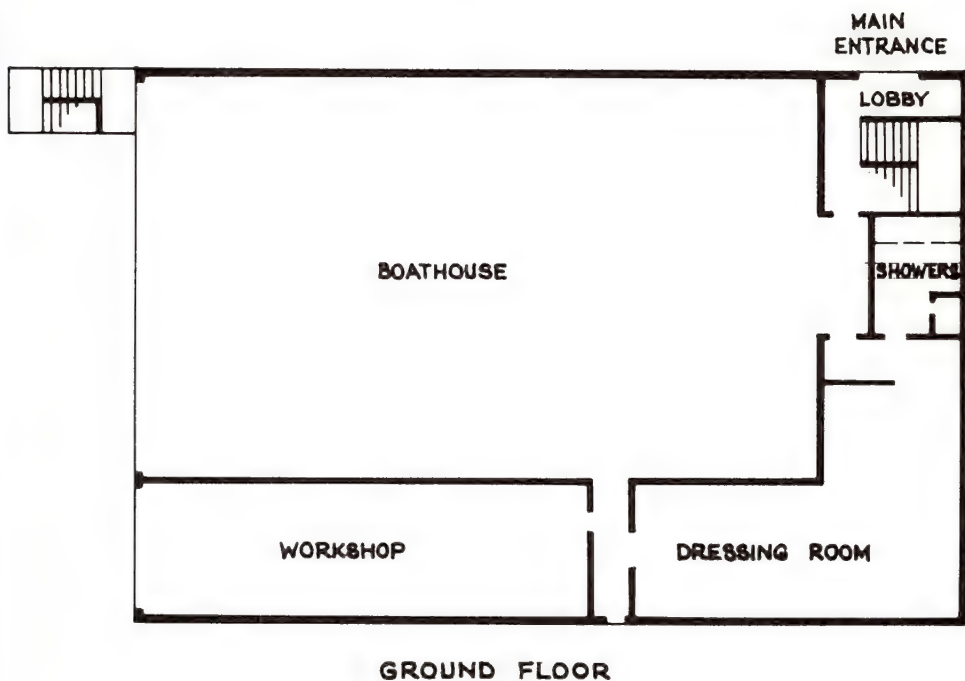
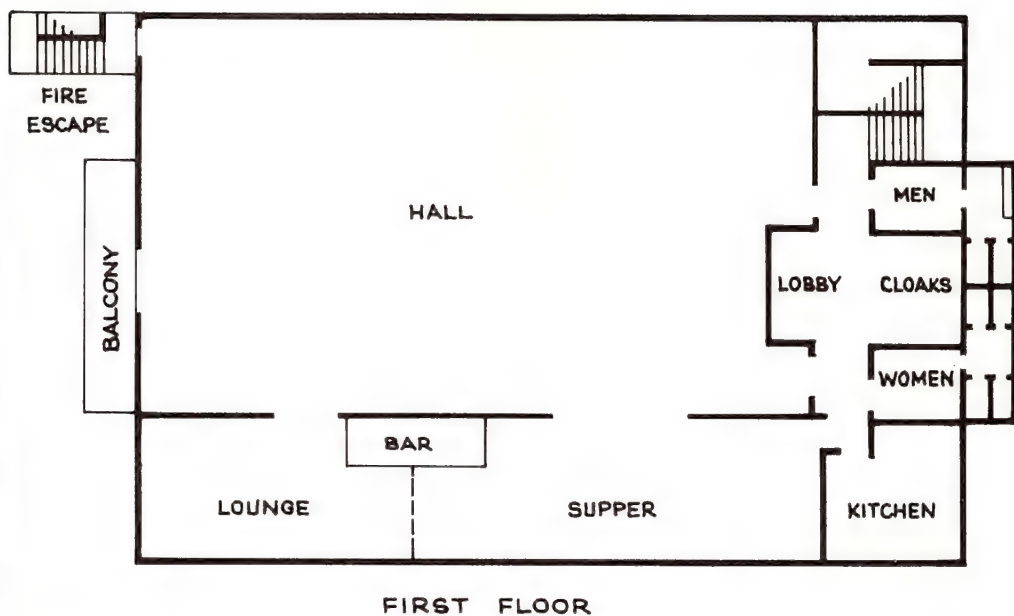
So that the work on the kitchen could proceed a start was made by the then President, Max Hunter, and a few helpers to lay what permanent flooring was available, starting at the south end. The kitchen, in the same area as the present canteen, was partitioned off and lined, and cupboards and joinery installed. The latter work was done by a builder, Mr Rastrick, whose assistance was much appreciated. He lent floor cramps and generally guided these workers.

By the middle of 1964 the Building account was in the red to the extent of 600 dollars but the Balance sheet value had risen to 22,000 dollars. Apart from the flooring, progress was at a standstill. Except as described and the connection of water and power supplies the building was still virtually only a shell.

For the 1965 University year there now arrived from England via U.S.A. a lecturer in Law, Derek Wilde, who had rowed in both countries. Through the University club connection he joined the Club as an active member, had his own single scull and rowed in some local races. He soon aroused interest in recounting his experiences, particularly in the U.S.A. of several rowing clubs sharing the one building.

He subsequently produced the "Rowing (Building and Facilities) Report" which proposed the setting up of a company to produce the control what would virtually become a rowing headquarters for Christchurch. In the scheme Avon were to retain the use of their boat-shed and club-room (not the present room which was added later but the one now used for weight training etc.); Union and Canterbury would each have part of the ground floor of the C.R.C. building with separate club-rooms upstairs, more or less as now; the C.R.C. hall, which is now the Leander Court, would be fitted out as a gymnasium etc. with a room for Association or other combined meetings; the Avon hall would be the only one with a licence and would be the source of revenue for the combined complex.

At a Special General Meeting of the Club held in February 1966 the motion was put by Clarrie Clemens "that the Club be prepared to participate in such a company." Derek Wilde stated that he had spoken to the other clubs who were enthusiastic but the first move would have to be made by Canterbury. There was some mild criticism, mainly of detail, and some doubts expressed whether competition between the clubs



Original plan of building when intended for Club only.

on the water would survive. But there was strong support from out-of-town members who had been contacted, including Fred Brown, Frank Connell, Chris Tobin and Evan McCalman. While everybody regretted that the Club had not been able to finish the building itself, the proposal was generally accepted as a very satisfactory compromise. Brian Walford seconded the motion which was passed unanimously. A committee with power to act was elected with Jim Renaut, the then President, as Covenor Somers Cox, Bas Taylor, Clemens, Walford, Max Hunter, Dick Beckwith and Brian Carter.

However, it soon transpired that those Avon members who had looked with favour on the proposal did not have the backing of the majority of their club members, and they withdrew.

In April the sub-committee reported back that sketches and estimates had been prepared to accommodate the Club and Union. Although one or two 'old-timers' had reservations it was apparent that the latter were keen to see progress made and a partnership put on a proper footing. It was agreed to form a Trust to complete and manage the building with three trustees from each club. When this Trust was formed it would then be possible to proceed, including the raising of a loan, as the amount of cash the Union club had available after selling its old building on Avonside drive would, in all probability, no longer be enough to complete to the high standard required to attract a first class caterer to lease the hall.

The drafting of the necessary documents was put in the hands of a lawyer with wide sporting interests, Bob Saunder of Saunders, Heney and Beadell, and at last it was beginning to become clear that it was now only a matter of time before the new partnership made physical progress.

FOOTNOTES:

(1) See 'Scrapbook'

(2) See 'Scrapbook'

(3) See sections 'Social' and 'Scrapbook'

(4) A toast -- "Here's to the clubs like us -- or as like us as they are able to be."

(5) A son of J. J. Collins.

(6) This building was still standing in 1986.

(7) Original Building Committee -- Somers Cox, Dick Beckwith, Barrie and Warren Jones, Barry King, Jim McGriffen, Jim Sewell and Evan McCalman.

(8) Sunderland, McKeefry and Bell.

(9) The Club was officially represented by Somers Cox, Bas. Taylor, Max Hunter, Don Gunn and Barrie Jones.

(10) Refer section in racing.

(6) THE 'LEANDER'

The first meeting of the combined building committee was held on 18th, April 1967, the basis of the agreement being that Union contribute \$32,000 plus anything that might come from an application made earlier to the Lottery Board and that Canterbury contribute the building as it stood at that time, each club being considered to have equal equity. At this meeting it was decided to adopt the name 'Leander' as appropriate for the new partnership, subject to the approval of the famous U.K. rowing club, which was subsequently received together with that club's best wishes for a successful future.

Such a future was assured as soon as the Union members of the committee made it clear that, physical progress having far outstripped legal procedures, they were prepared to take much on trust. Conversely, of course, it is to the credit of the Canterbury members that they had the reputation for integrity which justified such trust. What got the project moving so quickly was due in great part to the decision of the NZARA to appoint Rusty Robertson coach of the 1967 N.Z. squad and to have them train at Kerrs Reach. The Canterbury Rowing Association was charged with finding employment for them, so the committee was quick to offer an engagement to Rusty, a master builder, and three carpenters in the squad, Gil Cawood, Graham Shaw and Peter Delaney.

Meantime it had been advertised that a new hall would shortly be available for a caterer and before the year was out such great progress had been made by the 'squad' that the hall itself had almost been completed before they left on their successful mission for the gold medal at the North American Championships at St. Catherines. Before the year was out the application of Frank Mitchell, a city snack bar proprietor, had been accepted. He was later joined by Matt Scott as a private company, Leander Caterers Ltd.

In February 1968 Capon Construction Ltd. were called in to finish the hall, particularly the kitchen area now that the caterers' requirements were known. It should be mentioned here that two men who had no previous connection with either club were of great assistance during this period. R.W. Taylor, an architect, had assisted in adapting the original plans to house two clubs, in particular the design of the main staircase and entrance to the Leander Court; and Harold Yeatman, a Clerk of Works, who recommended Capon, supervised their work and subsequently designed the additional storeroom later added on the N.E. corner of the building for the tenant. The tenant's 5 year lease began on 1st June 1968 and once again trust and patience had to be shown as the legal document was not ready for signature until December that year. The document was signed for the C.R.C. by B.F. Carter, President, and A.J. Scoble, secretary; and for U.R.C. by J. Sheehan and J. Little for Management Committee.

Going back to February, it was now apparent that further finance would be required but enquiries for loans from the two trading banks, whose customers the two clubs had been for many years, were not received with any enthusiasm.

Fortunately the Canterbury Savings Bank was now in business to assist provincial efforts and were prepared to arrange a loan on mortgage subject to three Trustees being appointed by each club to jointly and severally guarantee the loan and the satisfactory completion of legal documents concerning the lease of the site by the City Council and the lease of the hall to Leander Caterers.

The Leander Trust was duly incorporated in June 1968, the initial Trustees being Wally Richards, Bob Hastie and Phil Baldwin for Union and Jim Renaut, Clarrie Clemens and Brian Carter for C.R.C. For the major part he had played in bringing this project to a successful conclusion Jim Renaut was elected their first Chairman. Phil Baldwin accepted the post of Secretary/Treasurer and is still giving his willing service in this position. Under the Trust rules a chairman is elected annually and would come alternatively from each club. All decisions must be unanimous and in this respect again the goodwill existing between the administrators of the two clubs has been well demonstrated, as no lasting differences of opinion have occurred.

The 1968 N.Z. squad again trained at Kerrs Reach and again the Trustees were able to offer them some work, finishing off the two clubrooms, laying the concrete apron and paths, kerbing etc. and the pipe barriers around the car-park. The Leander court project was now virtually complete and the C.R.C. took the opportunity of reviving the club 'Smoko' and prize-giving on May 17 after a lapse of several years lacking a suitable venue. Because of the presence of the squad and other visitors, 16 sister clubs were represented. The occasion was one of considerable rejoicing and is described more fully in the section of "The Club as a Social Centre."

DOUBLE

Grand Opening Ball

Saturday, July 27, 1968, at 8 p.m.

*The joint building administrations
of the Canterbury and Union Rowing Clubs'
forming the Leander Club*

welcome you to

LEANDER CLUB

Kerro Reach

Finally, a Grand Opening Ball was held in the Leander Court on Saturday 27 July 1968 with members of both clubs and guests, who included the then Mayor, Mr George Manning, who officially 'opened' the complex.

The operations of the Trust since then have really no part in the story of the C.R.C., being a joint venture. Suffice it to say that this era of 'the club as a building' is likely to be the longest yet. A great load had been lifted from the shoulders of the active members of both clubs who could now look forward to devoting their energies to the sport and to fund raising for plant, secure in the knowledge that they had no further worries of building maintenance or security of tenure, so long as they were able to find Trustees to build on the foundations so well provided by their predecessors.



Group at Goose picnic at "Pig Farm" - Kerrs Reach early 1900's

THE CLUB AS A SOCIAL CENTRE

We are fortunate that reminiscences by C. F. Turner, who was Club treasurer from 1888 to 1892, and written 40 years later, are still in the Club's possession. He reminds us that 100 years ago life was more placid and peaceful, or so it seemed.

"People made their own pleasures in their own homes and clubs – cricket, rugby, rowing – there were few bicycles, no motor cars or motor cycles, fewer trains, no buses or trams. Poor communications between the islands." (Has that really changed one wonders?). "No cabarets or picture theatres, and few and far between dramatic and operatic performances. When boys left school they entered into the life and sociability of these clubs and it was there that they made most of their friendships."

Changes came about slowly but appeared to be hastened after each of the two World Wars. By the nineteen thirties the Club had good boats, much used, but the pleasure boats had fallen into disrepair in most cases, and cushions and sheepskins had disappeared. The boats that were still usable were usually only taken out twice a year – on Opening Days while the traditional processions of decorated boats were still in vogue, and for the 'Goose Picnic'. Later this picnic became an entirely different type of affair to those described earlier; ladies were no longer invited and the end-of-season games much less inhibited. How the name 'goose picnic' came into being was unknown even to Turner and the significance completely lost. As house building gradually extended on or near both banks of the river and the farmlands suitable for these excursions became scarce, these activities also ceased.

Before the first clubhouse was built in 1889 most meetings were held in various hotels. 'Tribe's Place' has already been mentioned. Many were held at 'Warners' which started life as the 'Commercial', or the 'Clarendon'. Warners was a great gathering place for all sports club men. It had a large billiard room and became a sort of unofficial sporting club itself.

After the Club built its own hall at Fitzgerald Avenue, all meetings were held there where the hall did great service on Opening Days and other occasions when a great many members, visitors and friends would partake of afternoon tea. 'Flannel' dances were held there regularly right up until the second World War and also Smoke Concerts. During the dances a bar would be set up in the Pleasure shed which never had anything but an earth floor, with the in-



Rex Hobbs demonstrates the unserviceable uniform.

evitable result that it soon became moist, if not muddy, and rather slippery. In those days the Club blazer was all white with red trim and badge. There was no doubting its elegance but its lack of serviceability required many to go to the cleaners after a visit to the pleasure shed on these occasions. Incidentally any female partners who ventured downstairs to this bar were considered to be extremely forward. Heating was not provided in the hall which soon became warmed up anyway but downstairs several braziers containing red hot coke would be hung from the ceiling joists which would scarcely meet the requirements of a Public Hall licence today, but added to the atmosphere both figuratively and literally.



THE 'BARD V. PICKWICK' PERFORMED BY THE TE RANGITIRA DRAMATIC SOCIETY, CHRISTCHURCH

BACK ROW: MRS. CLIPPING (L. W. A. 1885) SEATED: H. L. W. 1885 SEATED: F. J. Cowlishaw, Usher (T. J. Cowlishaw, F. W. Hobbs, C. B. Laurence) SEATED: H. L. W. 1885 SEATED: F. J. Cowlishaw, Usher (T. J. Cowlishaw, F. W. Hobbs, C. B. Laurence)

The 'New Zealand Graphic' dated 24 August 1895 carried the picture reproduced, of a "a performance by the Te Rangitira Dramatic Society of 'Bardell v. Pickwick' at the Canterbury Rowing Club room. Te Rangitira is the name given to the debating society which is in connection with the Canterbury Rowing Club". There can be no doubt that all the men involved were members, except possibly H. Rayward, unless that is a mis-spelling, but strange that no other reference to this group has been found either in Minute or in Scrap books. Perhaps they did not have official backing which could account for the term "in connection with" but it is clear that they went to some trouble with their sets. The paper goes on to say "the lady friends of Members are entertained on certain evenings and this performance was given on the

first Ladies Night of the season. In addition to plays and debates the syllabus includes original essays etc and both music and drama find their places."

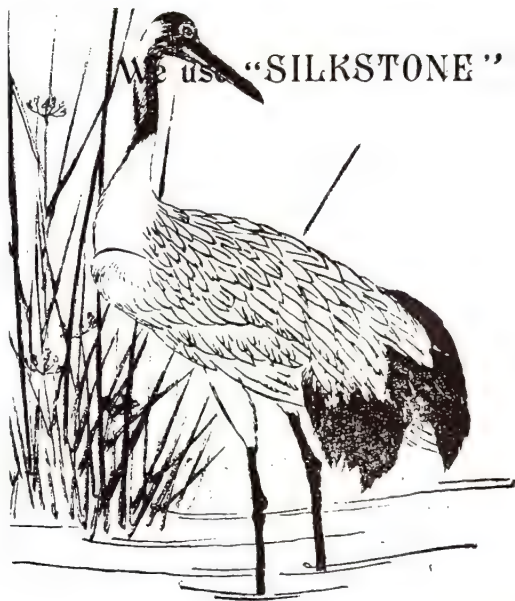
About the turn of the century billiard table was installed, and a small charge made, from which the cost of the table was collected in two seasons. It was not without its critics, however, and even gave rise to an article in 'Truth'. The 'ayes' said that the table helped to keep members around the Club after rowing, particularly in the off-season. The 'noes' were of the opinion that, for some, it was a good excuse not to get out and train, and for the older men, not to get out and coach or otherwise encourage members on the river. But the 'ayes' evidently had it, as the table made a handsome contribution to Club funds until it was finally disposed of in 1924, although the 'noes' may well have been correct because the list of regatta results shows that after 1907/8 the Club did not win a premier fours race until 1924/5.

Club members did their bit in amateur entertainment, filling in the gaps that were evident in the professional theatre and taking home-entertainment a step further. The Canterbury Rowing Club Entertainers was formed in 1903 and put on many shows, like the one illustrated, for other sports clubs and various charities including Associated Kaiapoi Athletic Clubs, Rangiora Bowling, Tennis and Croquet Club and for their own 'Ladies nights'. It is worthy of note that most of the performers were also the leading lights in regatta crews or administration.

At least one programme was presented by "Members of the C.R.C. Batches". Proceeds to the Children's Convalescent Cottage." A photograph reproduced in a local newspaper in 1915 shows five of these batch members having lunch at their Brighton batch during the summer of 1913/14 and the caption reads "All five have died at the Front, news of the death of the last surviving member, George Guthrie, having been received yesterday. The others are Private T. L. Burns, Leslie Sapsford, Lionel Parson and Trooper Bruce Burn."

After the war changes came more quickly, hastened by the cinema and, before long, radio. Performers now had to be at least up to semi-professional standards to be tolerated. There was still the odd item at a Smoke Concert but as these gatherings began to disappear they became known simply as 'Smokos' until they ceased to be seen at all after W.W. 2. Why 'Smoke' Concert? Presumably because gentlemen did not smoke during professional performances and then, as now, smoking during training, was discouraged. But come the off season one could relax, and one did. The programme for a typical evening, and the names, will fix the approximate period.

1. Loyal Toast — Chairman
2. Song — H. S. Hobbs
3. Toast. The C.R.C. — F. I. Cowlshaw. Response — H. S. Ayers
4. Violin solo — Buchanan
5. Toast. President and vice-Presidents — C.F. Turner. Response — Cowlshaw, McBeth, Evans
6. Duet — Foster and Hobbs
7. Toast. Winners and Losers — A.L. Styche. Response — Wilson and Collins
8. Comic sing — Parson
9. Toast. Sister Clubs — L. Hopkins. Response — Club guests



We use "SILKSTONE" Soap in our batch.

Concert

IN AID OF

**Children's
Convalescent
Cottage**

BY MEMBERS OF

C.R.C. Batches

PROGRAMME.

OPENING CHORUS	"Jingle Bells"	MINSTRELS
SONG	"I wouldn't leave my little wooden hut for you"	MR J. D. HARPER
SONG	"Walking home with Angeline"	MR CULLEN LITTLE
SONG	"Baby on the shore"	MR L. V. COMERFORD
SONG	"Bom Bombay"	MR P. BUDD
SONG	"Hullo, my baby"	MR F. W. SUCKLING
BALANCING FEAT	...	MR R. H. WEBB
SONG	"We all walked into the shop"	MESSRS SUCKLING, WEBB, GRAHAM TAYLOR, and BUDD

HUMOUROUS SKETCH.

MR LEWIS MORRIS	...	From New York
MR COMERFORD	...	His Friend
MR F. SUCKLING	}	Valets
MR P. BUDD		

INTERVAL OF TEN MINUTES.

SONG	...	...	...	MR H. HOBBS
RECITATION	...	...	...	MR R. J. MORRISON
HUMOUROUS SONG	...	...	...	MR L. BROAD
RECITATION	...	...	...	MR C. H. HOBBS
SONG	...	...	...	MR. R. WEBB

"CROSS PURPOSES."

Major Stentorian	...	MR H. R. BRITTAN
Mr Edward Smith No. I.	...	MR L. V. COMERFORD
Mr Edward Smith No. II.	...	MR F. W. SUCKLING

"SILKSTONE" Soap - the cheapest and best

10. Song — R. F. Foster
11. Toast. The Visitors — J. R. Morrison. Responses.
12. Comic song — Parson
13. Presentation of Trophies, Prizes

In between times the volunteer stewards would see that there was plenty of liquid refreshment available, biscuits and cheese and pickled onions, hot saveloys (Steel's Steaming for preference) and bread and butter. On one well remembered occasion in the thirties, when Tommy Bradshaw had recently put a new pie-cart in the Square, his old one was hired complete with plates, cups, saucers, coffee, pies, peas, mashed potato, beetroot and onion, and parked on the river bank outside the pleasure shed. It was a great success although some of the more fastidious members did not look very kindly on the cold water direct from the river being used to wash the crockery when demand overcame supply.

The toasts and responses of course, were a great opportunity for the speakers to indulge in reminiscences or 'scratch one another's backs' or to ride their pet hobby horses or to tell old and new jokes, mostly of the variety unsuitable for Ladies Night. But, as pointed out, amusements were home grown and even if, as sometimes happened, the organisers mistakenly included a speaker who became tedious or boring, he was usually suffered patiently. But that did not rule out interjections, if sufficiently witty and made in a gentlemanly manner.

While the new building was proceeding at the Reach, these 'smokos' or prizegivings were continued at a number of venues including the Christchurch Rugby club rooms, the Gladstone hotel, and a hall in Bedford Row. During this period also, as soon as the kitchen was ready and toilet facilities available, some very enjoyable 'Jungle' dances were held upstairs on the portion of floor that had by then been permanently laid at the south end as well as the temporary floor along the riverside bay. The worst eyesores of the unlined walls etc. were camouflaged with green boughs and flowers brought with considerable trouble from members' gardens and, one suspects, from neighbouring river banks or private gardens where they may have overhung the foot-path. There would be a 'lounge' on the temporary floor, the facilities being logs brought up from the kindling wood project downstairs together with the collapsible chairs of which several are still about.

But before any of this could take place a working bee was required to remove the droppings of the birds which remained a nuisance until the final permanent closing-in was effected. During this period, the early sixties, the Club was very low in active membership but there was certainly no lack of enthusiasm for these activities which were well patronised. In fact the novelty of the surroundings, austere and rough as they were, seem to have had a special appeal and what strength the Club did have was kept well together as a result.

In the early days of the Kerrs Reach building too, the University club was allowed to hold its 'rigger strings' in the boathouse. Arrangements would be made to house the boats overnight in the Union and Avon sheds. There was no lack of volunteers for this task although getting the boats back next day was more difficult. However judging by the amount of material donated for the Club's bottle drives these gatherings were a great success and the University members appreciated the use of premises which, at that stage, were more or less impervious to damage. Of course, the

Club required certain conditions to be met but over the several seasons when the shed was still suitable for this activity the Club was never the loser, particularly when it came to active rowing and other support, as other sections of this story show.

Once the clubrooms became livable, several 'Smokos' and prizegivings were held there, but probably the biggest and most significant, certainly the last of its kind, was the first function to be held in the Leander Court. On 17 May 1968 the hall had recently been finished, the tenant had been installed and the 1968 New Zealand squad which had trained at the Reach, was about to depart for the Mexico Olympics.

The President (Jim Renaut) presided, supported by three past Presidents, (Clarrie Clemens, Somers Cox and Max Hunter) and a vice president, Dick Beckwith.

Members present included:- Rees Morgan (1915), Alby Johnson (1919), Arthur Day (1923), Crosby Morris (1923), Dave Boyd (1926), Gordon Buchanan (1933), Jack Bretherton (1936), Evan McCalman (1947), Barrie Jones (1949), Brian Carter (1952); Brian Neil, Jim Sewell, Colin Bell, Trevor LeBas, Peter McKeefry, Ken McKenzie, Paul O'Brien, Neil Smith, Jock Turnbull, Dennis Ward, John Hunter, Tom Just, Bill Bromley, Malcolm Robinson, Jeff Lopas, Basil Pettigrew, Dick Pickrill, Mark Brownlee. Apologies were received from Toby Gibson (1921), Eric Beaven (1920) and Eddie Martin.

The Guest list included C. Butterfield (President NZARA), L. E. Brooker (Chairman of Council), F. Strachan and D. D. Rowlands (NZ Selectors), R. Roberston (NZ coach) E. R. Lindstrom (Assistant coach) B. R. Walker (Team Manager) R. D. Hastie (President Union) K. Young (Captain, Avon) W. Sargison (Lyttelton) H. Lamplugh (Cure) Fr. E. Crotty (S.S.R.A.) and squad members G. Paterson and G. Cawood (in addition to Just, Hunter and Brownlee).

The toast "The Club" proposed by the President who said that for the first time he was able to face members in the knowledge that the way was now clear for the Club to re-build its strength after a difficult period. A debt of gratitude was owed to the Union club officers and members, for the trust they had shown during the negotiations that had led to the completion of the Leander building. Club captain Pettigrew responded with the assurance that active members appreciated the work that had been done and were determined to improve their performance the following season with the burden of maintaining the building removed.

Club Patron, Clemens, toasted 'The Leander' tracing the progress of the building since the first suggestion of Derek Wilde. This was replied to by Mr Richards who congratulated the Combined Building Committee on the way they had resolved any differences that appeared in the early stages and was sure that only the present chairman could have achieved this accord. The Leander would prosper and they were fortunate in their choice of tenant.

A toast to "NZARA, CRA, and The Squad" was proposed by R. D. Beckwith and replied to by Messrs Butterfield, Walker and Rowlands. Finally S. W. Cox proposed the traditional "Sister Clubs". L. E. Brooker made the single reply saying that as Chairman of Council he could be regarded as representing all clubs, members being present from Avon, Union, Lyttelton, Cure, Oamaru, North End, Otago, Star, Wellington, Hutt Valley, Wanganui, Napier, Whakatane, Waikato, Waitemata and West End.

During the evening Club trophies were presented and items of folk songs with guitar were given by Jae Renaut. He might well have included 'Ye Banks and Braes' with its prophetic words which remain true throughout all ages, 'Ye mind me of departed joys, departed never to return.'

By agreement between the Trustees and Caterer, one night a year became available to the Club at the Leander Court, free of charge, and for a decade a semi-formal annual Ball was held, sometimes in conjunction with the Union club. During the years when Leander Caterers Ltd. was owned by Audrey Patton and Matt Scott many happy gatherings were held there owing to the particularly good relations developed between them and the Trustees, particularly during and after Pennant and other local regattas, which these friends supported generously.

Since 1981 the Court has also been used after the annual 'Lion' regatta organised by the Club, for the presentation of trophies and a bit of what at Karapiro has been called a Razzmatazz (that's what it sounds like anyway) for all rowers from all clubs taking part.

When the old Oxford Hotel was renovated and re-opened as a Tavern and Restaurant, publicised as 'Major Bunbury's' the management asked the Club for some items for their 'Skiff' bar, which was soon adorned with some old Club photos and oars. The bar became a meeting place on Friday evenings for members working in the city centre and from 1981/82 the Club's finances have benefited from the weekly meat raffles which the management has allowed Club members to run among their ordinary customers.

It was at this meeting place also where contact was first made with members of the Antarctic Division of the D.S.I.R. as a result of which their 'Mid-winter Frolic' has become an annual event with the Club providing boats and half the crews, and shelter upstairs when desired, while the guests enjoy a splash up and down the cut on the nearest Saturday to the shortest day, followed by a barbecue. At the first such 'regatta' they presented the Club with a trophy of little intrinsic value but one which could be of considerable assistance in an emergency.

Partly because of the rapidly increasing costs of formal Dinners and Balls, with the possibility of such events having to be subsidised from meagre Club funds, an experimental 'pot-luck' dinner was introduced in 1984 to which members brought an item of food as well as paying a small entry fee to cover costs of light and heat. With the co-operation of the Union club, this eveing was held in the two clubrooms and was an instant success with the result that it has become part of Club's regular calendar. Part of the attraction, without doubt, has been the light hearted, leg-pulling type of prize-giving that has developed where some hapless member has earned a trophy for catching the most crabs in a season, or having the most accidents, or, usually female, the most talkative. At the same time, the opportunity is taken to present the traditional Club trophies – the most improved oar, the most promising young member – and, when they are still competed for, the old cups.

In this way, many of the older members are able to get to know better, the younger men and women who are carrying on, if perforce in a slightly different way, the traditions of the Club which they helped to shape 30, 40, 50 years ago.

THE CLUB and the AVON

The men, and women who have joined the Club since the move to Kerrs Reach have, on numerous occasions, had critical things to say about weeds and silt banks in the river, complaints that have been taken up officially by the Rowing Association from time to time. They may be surprised to know that such complaints have been made practically ever since rowing started in the city. The very beginnings of the Club, as has been seen, were on the Heathcote river, as the Avon was choked with weeds.

Remarks 100 years ago, those published at any rate, were far more colourful and outspoken than the more studied approaches of today. A typical cutting in one of the Club's scrap books reads (1899):— "The Avon below the East Belt bridge is not what it used to be. The city pours in a steady stream of silt brought from the side channels and waterways of the drainage district. These deposits begin to make their presence felt by the sand banks that are forming, while from the bed of the river the weed growth keeps rising with monotonous regularity. It is common to see weeds growing within an inch or two of the surface within a very short time after the cutting brigade of river cleaners or whatever you like to call them have pruned or tickled them. Putrid bodies of dogs or cats are every now and then allowed to remain in the river until every passer-by is prepared to admit that flesh is mortal. Another infernal smell creeps up ones nostrills, that of the rotting weeds that are allowed to lie on the banks after the cleaners have done their work(?)." "

The Annual Report for 1889/90 makes it clear that all this was more than newspaper talk. Owing to the unsatisfactory state of the river the more important Club races had to be held on the estuary and an acknowledgement was made to the courtesy of the Union club in allowing the use of their branch shed at Sumner. The Report also pointed out that a company had been floated to place a steamer and dredge on the river and members were urged to support this undertaking to the best of their ability.

A letter to the Editor 'The Press' 14 December 1903 goes over all the ground previously traversed without much success, but of interest is the signature (nom de plumes were acceptable then) 'RED COAT', probably one of the earliest uses of the word as it applies to rowing.

From the time that the dam for the Mill at Hereford St. was removed in 1888 there was talk of the necessity for river improvements. Petitions were presented to the Drainage Board and City Council by all manner of groups and individuals, not only rowing clubs. Reports were commissioned and made by local body engineers. Weirs were proposed at various points but mostly opposed by the Board and by riverside house-owners.

All local bodies professed to be unable either by statute or by lack of funds to make any move but, in 1897, a Floral Fete Committee was formed for the purpose of overcoming this particular objection, and in three competitions for flower-decorated

horses and carts, traps, perambulators and bicycles succeeded in raising 400 dollars. In the second Fete the prize for the best decorated horse and trap was won by H.V. Styche (1887).

But the pros and cons were still being argued in the 1920's by which time the 'Town course' from Medway St. to Fitzgerald Avenue was clearly becoming shallower with mud banks appearing in several places. The story of the Club is vitally tied up with the story of the river which is well dealt with in several chapters of his book 'From the Banks of the Avon' by R.C. Lamb.

Amid the pat-ball of political manoeuvring and frustration somebody, in 1928, remembered that there was a sum of money which had languished for over 20 years collecting interest in a City Council Trust account to which it had been entrusted by the Floral Fete organisers, who had long since lost heart.

Council and Board were approached by the Rowing Association and, rather remarkably, the Medway St. weir became a reality for the start of the 1930/31 season, allowing rowing and racing to resume over the mile course. Rowers today would refuse to use it but to the clubs at the time it was a godsend.

However, as a newspaper leading article pointed out later "God disposes." Less than 20 years on, following the drowning of a child who had been playing around the structure there was an understandable outcry from residents that the weir should be removed as lives were more important than sporting amenities. On the other hand, a petition to retain the weir was drawn up and this was supported by the Works committee of the Council. But before the full Council could come to a decision, nature provided a practical finale to all the arguments, when a flood damaged the structure. The residents who had wanted it removed are said to have stood by and cheered while workers from the Drainage Board made over-zealous investigations which helped along its total collapse. A letter dated 4 July 1957 finally disposed of the matter and the clubs now had to face the inevitable transfer to Kerrs Reach. Today one wonders why they ever had any doubts.

But the gloom of the previous 60 or so years was evidently not shared by all, including the writer of some verse published about the turn of the century. To quote one verse (there are six others in similar strain):—

*"Ah! The cool and crystal Avon
That the bending willows wave on
And the silver troutlets dart on
As it wanders to the sea
Death were pleasant with a grave on
Lovely, sweet, pellucid Avon
Sure, thy shade I'll leave my heart in
When I'm far away from thee.*

For a general description of the river, how it affected rowing and what it meant to Club members we are fortunate, again, to have reminiscences of C.F. Turner, taking us back a century. "The Avon fifty years ago was deeper and the water much more clear than the river today but that does not imply that there was more water flowing. There were many sand and mud banks but the channels were more confined and deeper. Also the American river weed grew in profusion and caused blockages in

many places, the water finding narrow and deep channels getting past where the weeds grew, often more than half across the whole stream. It was seldom possible to get a straight row and often the boats had to be steered now under one bank and now under the other. Many of these obstructions changed perhaps two or three times a season, while some remained always. Coxswains had to keep a sharp lookout when passing boats coming in the opposite direction. There was always a very shallow bank on the north side at Cowlishaw's Corner,⁽¹⁾ and at the next corner where there is now a bridge (Swanns Road) the shallows were on the other side and a deep stream ran in close to the north bank. At Pratts corner, near where the weir is now placed and from which point the mile races were started, the shallows were on the north side and the river ran deep under the willows, which are long gone now. At the point where Dudley creek flows into the river and it is wider than in most places, there was a weed and mud bank on the north side; but on the reach below, the river ran deep under the high bank and very shallow on the south side, the weeds growing quite half across the stream. At Wrights corner where the so-called two mile races started there was always a large bank on Wrights side usually covered with growing or floating weeds while on the opposite side the water was at least 12 feet deep. (Over 3m.) From this point to Dallington bridge the river was narrower and deep right across. This was a pleasand reach to row on and fine willows grew on each side. They are gone now and although grass, well cut and tidey grows on the banks, this portion of the river has little beauty left.

Through Dallington and onto the long reach there was, as a rule, plenty of water, past where Mr. H.P. Hill used to live on the north bank and the old sod farmhouse, a good clear run could usually be enjoyed.

In those days and for more than thirty years afterwards these reaches were favourite picnic places, for, on fine days in the summer, pleasure boats, well loaded with members of the several clubs and their lady friends were always to be seen all the way down the river. Very happy and pleasant parties they were too. Not only the pleasure boats and stumps were in use but all except the best racing craft used to stop at favourite points on the banks while the crews amused themselves in sports and other ways.

Round the wide corner known as Cuff's or Bickerton's up to Humbug Reach where there was good water, especially on the north bank near the corner into Kerrs Reach. Here were some fine attractive deep waters where the crews very often used to enjoy a swim. Kerrs Reach was almost always clear of weeds for the boats to row in comfort, unless the cutters had been busy above, leaving the cut weeds to float downstream. The old farmhouse known as Kerr's, now altogether disappeared, on the south bank was a picturesque spot, surrounded by fine trees, and the rendezvous for many a boating picnic.

At the lower end of Kerr's reach, where the outlet from Horseshoe Lake enters the river near Burwood Church, the tide rose and fell for almost three feet (one metre). The Bower Hotel was always a stopping place for crews on a long row. All the oarsmen were well known at the Bower where many a well earned long glass of ale was enjoyed, also many a lunch on holidays and tea in the evenings. There was a landlady of the old school in charge, one forgets the old dear's name, who looked after our wants well, but, if we commenced to have a little noisy fun, which we did

now and then, we had to look out, for she chased us around with a riding whip, which she laid on harder than the old fashioned schoolmaster.

A mile further brought us to the spot where the New Brighton tram bridge now is. Here crews landed and walked across the sandhills to the beach. Or we went on for another mile to Herring Bay, the entrance to the estuary.

On the riverbanks there were not many houses below Wrights and Dallington and there was open country and farmland on both sides. The growing corn in the summer made these parts very beautiful and attractive in those days when there were no motor-cars and to get 'far away from the madding crowd; it was not necessary to tear away at forty or fifty or sixty miles an hour. Life was quieter and, I believe, happier, and an afternoon or a whole holiday down the lower reaches of the Avon, or to New Brighton or to Sumner in one of the Club's well found and well kept boats in pleasant company, be it with rowing men, or with a picnic party of lady friends, was delightful and refreshing.

Some of the old landmarks have gone. The tannery on the north bank below Pratt's; the strawberry gardens near the same place where one would see twenty or more boats tied up on a Saturday afternoon in the season; Kerrs farmhouse; and lower down on the south bank the old house known as Wansey's. There is nothing left of Wright's house so well known to rowing men; the historic willows opposite the residence of E. J. C. Stevens, where hundreds of races used to finish, and still do, no more exist as they were. It is true there are trees there but not the noble ones of old.

Still, the river is beautiful as ever although somewhat changed. It is not so deep and not so clear but is much more cared for by Drainage Board and Council. An increasing number of side channels carry stormwater into the river, but it may be that now more streets are being tarred, conditions may yet improve."

Turner's description ends there but the life of the river goes on. The style of its surroundings are ever changing as are the life styles of the men and women who use it. There is no longer a landing place at the 'Bower', now across a busy road. There are no paddocks at which to disembark for a picnic. Most people rowing to Brighton and back these days are either training hard or racing with no eye for the scenery. While this is a pleasure for those taking part, or they would not do it, the more idle pleasures described by Turner appear to have no place at all in the C.R.C. or any other club, a trend regretted by many 'old timers'.

What has also changed, and for the better, is the attitude of Board and Council who seem to be much more aware than were some of their predecessors of the potential of the river and its banks as a possession of beauty as well as utility and are making obvious improvements from Cowlishaws Corner right down to Herring Bay.

1 See Sketch

KEY:

- 1 LANES MILL
- 2 FORRESTERS HOTEL
- 3 THE BRICKS
- 4 FIRST CRC BUILDING, REES SHED UNION RC
- 5 SECOND, THIRD AND FOURTH BUILDINGS
- 6 WARDS BREWERY
- 7 FIRST CHRIST'S COLLEGE SHED, FINISHING LINE, WILLOWS
- 8 AVON RC
- 9 COWLISHAW'S
- 10 PRATT'S MILE START
- 11 WEIR
- 12 DUDLEY CREEK
- 13 WRIGHTS
- 14 LONG REACH
- 15 BICKERTONS
- 16 HUMBUG REACH

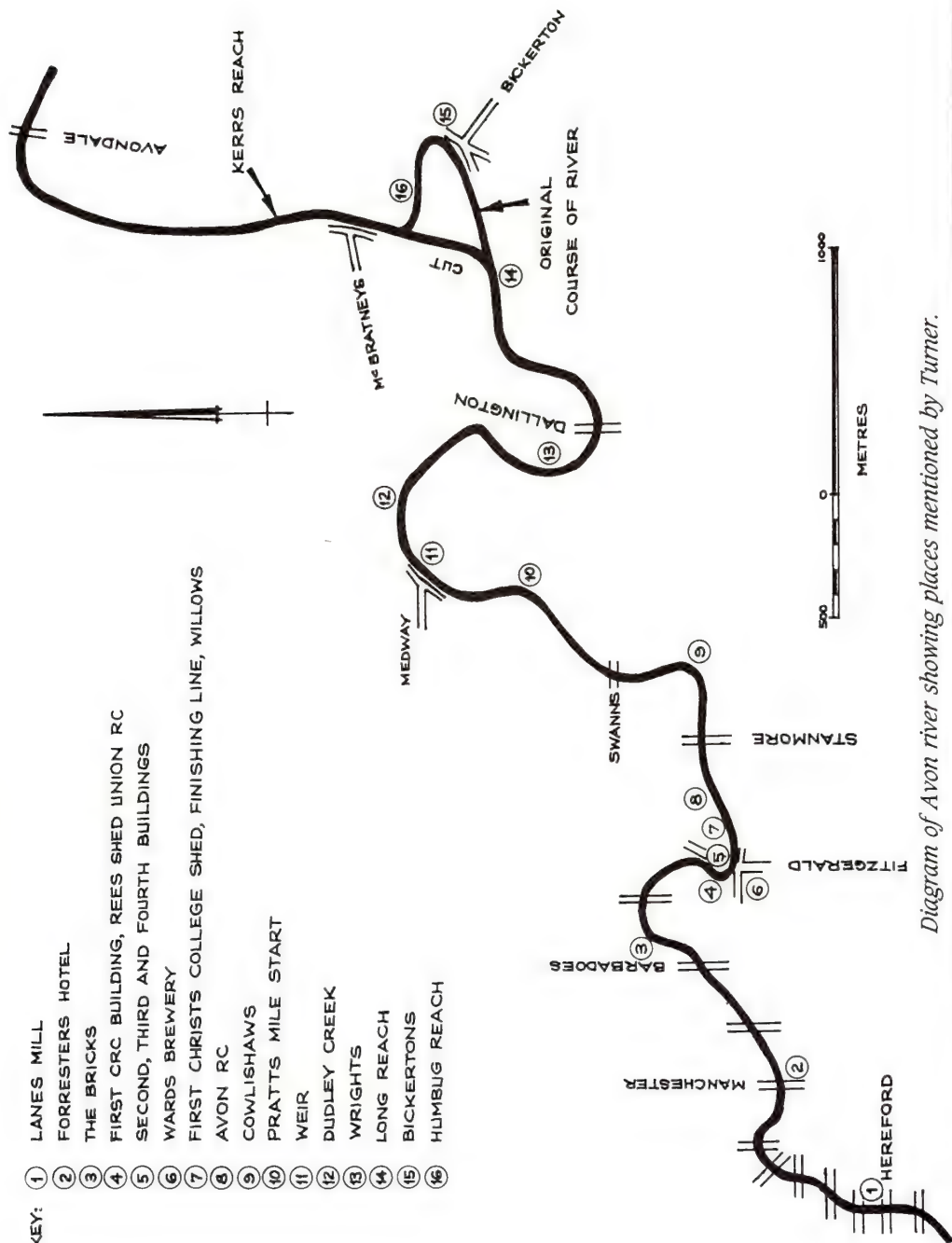


Diagram of Avon river showing places mentioned by Turner.

THE CLUB AND WOMEN

It has been recorded that for over 100 years women were accepted into the Club as Honorary members and were allowed to go out in 'pleasure' boats under controlled conditions. Their assistance in dispensing afternoon teas on special occasions was gratefully accepted and they were adept at decorating boats for the Opening Day processions. Indeed two were elected Life Members around the turn of the century for just such service. In the 1960's they were instrumental in raising a good sum of money with which to furnish and buy dishes etc for the new kitchen. At one stage a group of women from the Y.W.C.A. were even admitted as sort of 'honorary' active members for a short time.

But in 1977 a revolutionary decision was taken which, for a time, seemed to threaten the solidarity and progress of the Club, but soon proved to be the trigger for a considerable revival. A Managing Committee meeting on 5 December that year passed a resolution that women be admitted as active members with the same privileges, and the same obligations, as men. The first to be elected were Jacqueline deKort (later Duncan), Alice Bendall and Carol Thomas. They were joined, after a later meeting by Jane Varga and Coyla Oliver.

If the minutes of that meeting, and the Annual meeting of 1978 can be taken as gospel, there was very little discussion on such a radical move but it was not long before a strong undercurrent of antagonism came to the surface. Several of the leading male active members left the Club, some to continue rowing at another club, although it was never quite clear whether this female suffrage was the only reason for their action.

During the following season there were many arguments and some bad feeling over the use of plant, in particular whether one or other female or male crew had the better claim to the use of certain plant for racing. Feelings also ran high regarding accommodation and this was more justified. It is clear that little thought had been given to this point at the time the decision was taken to broaden the active base. When the building was designed, and even much later when alterations were being considered to accomodate Union under the Leander Trust agreement, the rise in interest in rowing for women in a serious way was not, nor could have been foreseen. Consequently no provision was made with the result that the design and building of dressing room facilities for women some twenty years later presented major problems. For a while the new women members were asked to change upstairs in the lounge but this soon proved unworkable as other members were then denied the use of the room at certain times, usually critical ones due to training schedules or regattas. Later the mens' changing room was divided by means of a curtain but this did not find much favour either, more particularly by the men, it must be said, some of whom saw the arrangement only in the light of a further inroad into their 100 year old traditions.

It seems hard to believe now that over three years were to elapse before permanent quarters were provided for the women (including visiting women's regatta crews). These years were long on talk with the Union club and the Leander Trustees, but

short on action. There is little doubt that the prospective cost of any scheme was in some measure responsible for the delay, although many members believed that the women would not last the distance, so that there was some reluctance even to discuss spending money on a permanent facility, while there also remained a residue of direct antagonism.

But the situation was changed by the women members themselves when, at the 1980 N.Z. Championship regatta, they won the Womens Intermediate Eight from a field of 12, and also made the final of the Premier Eight, but were unable to compete in the latter because of a postponement to the event. But they followed this up the next year with second place in the Premier event and left no doubt that women rowers were to be a significant part of the Club scene for several years at least, so that the necessity, rather than the desirability, of decent dressing room accommodation now had to be accepted and faced.

Over these years several proposals had surfaced, the grandest in fact having been suggested much earlier by a Union Trustee, Wally Richards, not to provide extra dressing room space, but for additional boat storage. This was for another bay the complete length of the building on the river side, so constructed as to allow for a second storey for new clubrooms, the existing spaces being added to the Leander Court, the caterer at that time being keen to expand. A staged development of this scheme was also looked at, with stage one being the womens changing room. However, as Union, at that time had not anticipated admitting women and hence could not see themselves requiring extra accommodation, an approach by the Club to the Trustees seeking finance for this did not succeed.

It was now clear that the expense of the project would have to be met by the Club itself and another, less expensive scheme was suggested for a room at first floor level one bay wide, opening off the existing upstairs toilet area adjoining the canteen, cantilevered and supported over the right-of-way and existing entrance. The main objection to this proposal appeared to be that it would detract from the appearance of the building, although the sponsor did not agree that this was necessarily valid; but, as things turned out, the space provided would have been too small within a few years.

Finally, the arrangements which can now be seen were agreed on, provided finance could be found which would not inhibit the raising of funds for new plant, to be used by both men and women, and received the blessing of the Trustees so long as they were not involved financially. This plan, originally suggested by Tom Just, was slightly modified and drawn up by Brian Neill for City Council approval. This required an extension to the bay furthest from the river in order to make space available in the boatshed adjacent to the mens showers so that problems of water supply and drainage could be minimised.

An approach for assistance was made to several bodies, including the Hay, Ferrier and Maurice Carter Trusts, Canterbury Savings Bank and Canterbury Sports Foundation but none of these was successful. Discussions were also held with M.P.s Anne Hercus and Mary Bachelor but these also turned out to be fruitless. But a Government Sport & Recreation grant, through the City Council, of \$3000 and an initial response to an appeal to old (men) members allowed a contract to be let to Bill O'Connor, of the Cure club, for a boat-bay extension at a cost of \$6000. The opor-

tunity was taken at this time to incorporate in the new blockwork the original Foundation Stone which had had to be removed to storage when the front entrance to the building was remodelled to accomodate the Leander court. This very handsome stone was crafted and donated in 1961 by Lance Robertson (1933).

At the same time a prefabricated shed was purchased and erected on the carpark by a few older members, so that the women members would have somewhere to change while their permanent accomodation was being arranged. This meant that they would be without showers for another season but would not need to invade the men's privacy any more.

While these preliminaries were preceeding, the women, meantime, backed the project by proving, twice, that they were the best Womens Premier Eight at the 1982 N.Z. Championships at Waiholo, as described in the section on competition. To quote the 1982 Annual Report this resulted in our first ever Premier title in Womens events and the first Premier title of any sort for some 50 odd years.

Fund-raising then proceeded at a better pace, the response from older members being very good, while generous donations were also made by some parents of the new 'Blue-coats'. The names of all these benefactors can be found in the Club records. A further Sport & Recreation grant was also received, this time through the Waimairi District Council, in whose area many Club members resided.

The building of the room itself and the provision of services was then able to proceed, with labour provided by Club members. Generally, giving names of those most involved is avoided, being so recent, but there is no doubt that the success of the project in its final phase was due to the skill and leadership of one of the parents, 'Spot' Saul. A debt of gratitude is also owed to a plumber introduced to the project by Penny Thomson, the Women's vice Captain. He completed this quite complicated task, in a rather mysterious manner, virtually for the cost of the materials.

The official opening of the facility in time for the real business of the 1982/3 season was a good excuse for a formal dinner in the Leander Court in December which was well attended by Club members from many decades. Guests included the Hon. David Thomson and Mrs. Thomson, the latter performing the 'opening ceremony', a token cutting of the ribbon at the dinner table. The opportunity was also taken to present a special certificate of Honorary Membership Emeritus to Mr Saul.

Finally, women members showed their appreciation of all these efforts on their behalf by undertaking the painting of the room themselves, which they did to a high standard. The colour scheme adopted was entirely their own, maintaining the diplomatic posture that they had adopted from the outset of standing on their own feet wherever possible.

The post of Women's vice-Captain was created by a change of rule in 1981 and, although nobody appears to have aspired to the position yet, there is no rule to prevent a woman becoming Club Captain.

In addition, other women have served, or are serving, with distinction as Secretary, as Treasurer or as members of the Managing Committee, as well as taking their place in fund raising activities where appropriate.

There can now be few members who still doubt that the quiet 1977 decision was the right one. The Club is one of three or four leaders in women's rowing and the rise in this class has been instrumental in bringing the white uniform back into its rightful

place of prominence on the national scene as the men too, have striven to emulate the womens efforts. And with some success also in spite of what is seen by some die-hards as a lack of loyalty in some instances.

Proof of all this can be seen in the section on racing and in the membership lists and list of national representatives. The Club coaches who built on the foundations provided by the Club administrators to bring this revolution about, are referred to in their own section.

THE CLUB, THE SCHOOLS AND THE UNIVERSITY

It has been seen, once the Club had been put on a sound footing, that it was well supported by members of the 'establishment' including a number of Church of England clergy and teachers, so it is not surprising that the Club managers, before long, turned their thoughts to the recruitment into the sport of boys from Christ's College and the Boys High School. The former, the Church of England school, started life as the Lyttelton Grammar and Collegiate school in 1850 and became Christ's College Grammar School five years later. The shorter name was adopted in 1923. The Boys High school opened in 1881 as the alternative secondary school, controlled by the Board of Governors of Canterbury College, as the tertiary establishment was then known. One of the Board at the time was C. C. Bowen (1868), later Sir Charles, and another was William Montgomery (1863).

In 1895, the Club, by offering free membership to up to six boys from each school, to be nominated by the Headmasters, thus started the 'sponsorship' of school rowing taken up with such outstanding results by clubs from all quarters of the country in the years to come.

In 1961, St. Andrew's College, whose arrangement with the Union club had been terminated, transferred to, and stayed with the Club for eight years, when they again changed their allegiance and were replaced by Aranui High School. The only other recognised arrangement was with Linwood High School, until 1986, when Rangiora Girls School authorities decided that Rowing should be added to the list of official School sports.

Individual boys, and girls, from other secondary schools have, from time to time, become junior members of the Club but without official backing from the school but it came as a surprise to find that, in 1913, one boy from St. Bede's College and one from the Technical College were elected as School members without subscription.

(1) Christ's College

The offer of free membership for a number of College boys was not officially taken up until 1913 but the College must have been flexible in its approach because T. O. Fox, F. L. N. Thompson and R. L. Bennett are shown in the Club's Annual Report for 1902/3 as 'Christ's College members', (as distinct from 'Active members' who, in fact, included many former pupils). Fox rowed in a club crew which won Junior four at the 1907 N.Z. Championships. These were followed, at various times, by several others until 1913 when O. J. W. Napier, a College master, who had joined the Club as an active member, was given permission "to use certain Club plant for a number of boys he had in training for the race against Wanganui and Waitaki". This was subject to the boys becoming School members of the Club at a subscription of one dollar. But, at the next Committee meeting at which the President, Mr Cowlishaw, made an appearance, which was unusual at the time, he successfully moved that the requirement to pay be rescinded.

It is apparent from the Club records that some members were in favour of 'bending over backwards' to assist school rowing. On the other hand the wear and tear on plant when used by young novices, who did not always respond to the privileges bestowed on them, was considerable. These costs had, in effect, to be met by the general membership and there were others who objected to this.

Some ground was given both ways when it was then decided that both College and School would be allowed 10 members free of charge to give the coaches some scope in selecting the best possible fours for competition but that any damage to Club plant would be met by the school concerned. By the following year, of course, conditions had changed. The War, by 1915, had taken practically all the leading active members away, many never to return, and there was a strong opinion that the future depended very much on 'selling' the sport to the schools.

In the case of College this was evidently so successful that they built their own shed in 1922 as the accomodation "so generously provided by the Canterbury Rowing Club "was no longer sufficient for the boats owned by the school".

The boathouse erected on River Rd. that year was from a bequest by William Wood of \$2000, to be used as the Board of Governors thought fit. At the opening ceremony, Archbishop Julius (1890), who was the Warden of the College, prophised that the College and rowing enthusiasts would always be grateful to Mr Wood who had himself been a member of the Canterbury club (1874). The Captain of Rowing at the time, S. R. Brewis, became a full member of the Club the following season and for many years the Club owed a great deal of its strength to boys from the College who came through to join its ranks.

With the notable exception of the Gould brothers who won the N.Z. Champion pairs in 1948 in the Avon colours, this close association continued until quite recently, when the pressures of seeking selection for national representation have caused a change in outlook among the more talented young rowers. This is by no means confined to the local scene but is a by-product of the increased opportunities that have become available for international honours, traceable back to the winning of the Eights at the Munich Olympics. Whether the trend towards the aggregation of talent by a few clubs is in the best interests of the sport has yet to emerge but is known to be the casue of anxiety by some members of top administration.

(2) BOYS HIGH SCHOOL

The School continued rowing until 1923 when the impending move to Straven Rd. from Worcester St. suggested that rowable water would be too far away for rowing to continue to be an official School sport.

The first inter-school rowing contest had been held in Christchurch in 1913 (at Kerrs Reach, later to become better known). The School crew was coached by Club members A. L. Styche and E. A. Maude and were defeated in the final by Waitaki, the two having disposed of Wanganui Collegiate and Christ's College respectively in the heats. This first representative crew was R. D. Fitch, T. G. B. Candy, W. C. Stanbury and C. Miln. Their average weight was 62 kg.

In 1915 W. M. (Bill) Stewart, a Club member, took up a position as a master at the School and was put in charge of the School group. The same year the first boat own-



Bill Stewart

ed by the School arrived. It had been subscribed for by Old Boys at the request of the Senior master, Mr W. Walton, and served well, finally being broken up in 1946.

When they pulled out in 1923, victory had eluded them although they boated some very fine crews which came close on several occasions. But many Old Boys enjoyed competitive and social outings on the river during that period. J. S. Guthrie the 1905 Champion was one. Other well known names from the Worcester St. Days include the Alleys, Rewi, G., and P. J.; H. C. Holland and T. H. McCombs as well as several who rather made their mark at

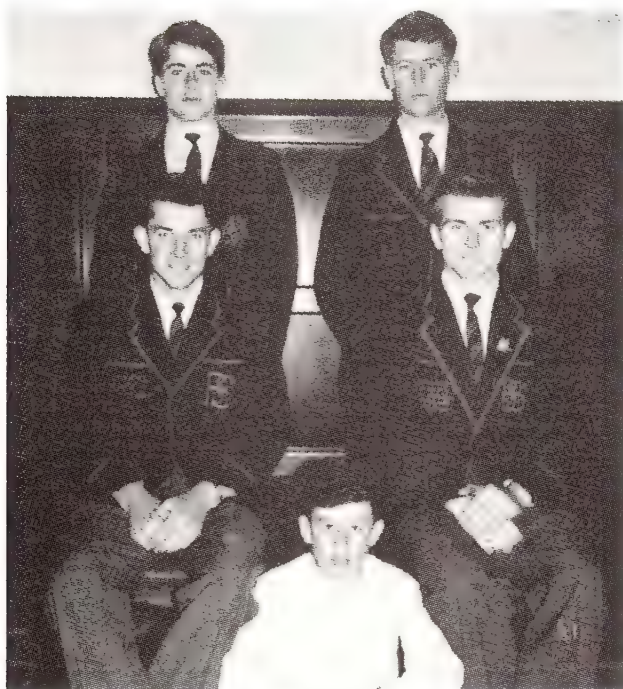
rugby. One who stands out as putting most back into the sport is D. St. C. (Don) Gunn, who served the Club, and the University club, as coach and administrator for many years after his active career was over.

Renewed approaches to the then Headmaster, A. E. Caddick, resulted in a revival in 1947 and the next 20 years proved to be the most rewarding period that the Club has had with the partnership. During the recess many Old Boys took up rowing anyway – M. T. Hunter and J. O. Renaut became Club Presidents; Murray Graham, who had moved to Wellington, became a member of the N.Z. Rowing Council. Sadly, several who were potential leaders were casualties of the second World War, including Wyn Barnett, Cyril Blanchard, Euan Cameron, Owen Foster, Stan Papprell and Johnny Steeds.

A leading figure from this revival was Evan McCalman who became a prominent provincial oarsman, most unlucky not to win a 'Redcoat' in 1956 but a trialist that year for the Olympic team. For many years he was Club Captain and respected coach of School and Club crews and a long serving secretary of the Canterbury Rowing Association. On transferring to Wellington, he became secretary to the New Zealand Association, later Chairman of Council and has been Council member ever since.

In 1985, in spite of the handicap that he was still based in Wellington, the Club took the unprecedented step of electing him to the Presidency, a well-deserved honour which will include the 125th year of the Club. He has provided the next paragraph.

"The first inter-schools win came in 1952 when College were soundly beaten in fours. There have been highs and lows since then but the school club has never seriously faltered . . . Of all the crews I have seen or coached two stand out in my memory. The first was the 1958 eight – R. D. Truscott, S. L. Amyes, H. J. Cranefield, B. W. Taylor, D. R. Rastrick, J. R. Nicholls, I. C. Athfield, T. J. Casserley and cox H. R. McDonald. This crew was quite a small one by today's standards but showed tremendous pluck. It was beaten into second place in the Maadi Cup at Waiholia by only a foot in a disputed short course and would have undoubtedly beaten Westlake if the race had gone its full distance (then a mile). The second crew was the 1952 four which, after beating College, started in the Youths four at Picton regatta. They raced in the University's four 'Te Whaka' which had been built by Billy Webb. It was the only clinker poppet rigged boat in the large field yet came through a very close second. In those days the Youth class was under 21 unlike the present



1959 FOUR

Standing: D. C. Holden, B. W. Taylor.

Seated: R. D. Truscott, D. R. Rastrick

In Front: R. L. Brewer.



1960 FOUR

C. Timms, D. Dearsley, J. Hunter, N. Smith, D. Holden.



SCHOOL ROWING EIGHT

Winners Inter-School Eights and Fours Championships, 1963

*Back Row: P. Foster, I. McElwee, G. Radford, J. Norrie, D. Armstrong, A. Haycock.
Seated: D. Shackleton, Mr J. E. McBride, B. K. Pettigrew, A. Noonan (Cox)*

Junior class of under 19. This crew's average age was 16. They were G. C. Macrae, B. E. King, B. A. Bremner, G. A. McNeill and cox N. J. A. Foss."

In addition to the Maadi Cup race mentioned, School crews have taken third place in the eights in 1969 and 1972 and in the fours in 1968. In 1959 the P.T.A. (J. O. Renaut was the Vice-President) put their weight behind the school group and, with the help once again of Old Boy oarsmen, enabled the School to buy two Litecraft fours named 'Harakeke' and 'TeKura' and were able to see School win the inter-school fours in 1961. This crew was Dave Dearsley, John Hunter, Neil Smith, Don Holden and cox C. J. Timms and a look through the regatta results around that period shows how successful that crew was, rowing under Club colours. The Master-in-Charge was Jim McBride, himself a Club premier oarsman. Headmaster C. F. S. Caldwell, soon caught Jim's enthusiasm and, before long, an eight 'Te Kahu' was added to the two fours along with a set of oars.

The local schools eight title was won in 1963 and from this crew came Grant Radford, who later became Club treasurer and a Leander Trustee, as well as Basil Pettigrew, a future Club Captain and Canterbury Oarsman of the Year. The eight won again in 1968 with Trevor LeBas coaching and another future Club Captain, premier Club oarsman and coach, Dick Pickrill, in the crew. In the following year Pettigrew and Radford along with Haycock and McElwee brought the Club a third placing in the Youth fours at the National championships.

Apart from Bill Stewart and McBride, (later stolen by College), the only other Masters-in-Charge to have been active oarsmen themselves were Peter Richards (an Old Collegian), and Trevor Coker (originally from Wanganui) an Olympic Gold medallist, and Mike Glue (Union R.C.). Nevertheless the others have, without exception, been enthusiasts, including Rudi Jansen, David Close, Ross Rendle and Chris Parsons. They have been ably supported by coaches who have come forward, although there have never been enough, among them Old Boys Malcolm Scandrett, Max Hunter, Jim Renaut, John Casserly, Jock Lee, Dick Pickrill, Rick Austin, Derek Manning, Mike Stokes, and other Club members originally from other schools or areas – Dave Reid, Chris Duncan, Eddie Martin, Murray Smith.

From this 'modern' period have come three New Zealand champions – Don McDonald rowing for Union B.C. (Wanganui), John Hunter (Wellington) and Jeff Lopas (Avon). Frank Harland and Barry King represented the Province several times before the inter-provincial contest was abandoned.

In 1973 a second-hand Sargent & Burton eight was purchased from a Sydney school and re-named 'Straven'. This had been inspected by Jim Renaut and 'Rusty' Robertson while in Australia with the New Zealand Colts. A tender for the Association's eight 'Canterbury' was also successful. In 1981 the school celebrated its first 100 years and the bow-coxed four 'Centennial' was added to the fleet but exchanged shortly afterwards with the stern-coxed boat as originally ordered. This was named 'Pop Thomson' for a retiring master who, although more into basketball himself, had always been a great supporter of rowing.

When rowing at the School resumed in 1948 the arrangement between Club and School was that no individual subscriptions would be charged but that by 'gentleman's agreement' the School would make a donation to the Club annually according to the level of activity, and this arrangement worked very well with, as noted above, many boys coming through and rowing for the Club with mutual

benefit. As more of their own plant was obtained so the level of donation was reduced accordingly.

It is a matter of some regret that since the early seventies very few boys have been sufficiently enthused to carry on rowing with the Club during the summer holidays, as it is clear that those who have done so in the past have had very successful careers. However when Chris Parsons took over as master-in-charge in 1980 his enthusiasm and new approach gave promise of considerable improvement. The Club accepted his proposal that the School donation system should be abolished, probably because it was becoming too big a drag on the Sports Fund of the School when so few boys could be catered for in comparison with other sports. Instead the boys should become ordinary Junior members of the Club paying the ordinary Junior subscription and the cost to them (or their parents) would be found by fund-raising efforts by the boys themselves.

Unfortunately, however, Mr Parsons had to give up the rowing club when he received an appointment as Manager of the School hostel and on top of that the Club was forced to increase its annual subscriptions, including that for Juniors which the School authorities believed had become too high to be sustained even although they were, under the new arrangements, now relieved of finding money for plant.

So, it may be that things have come full circle. In April 1915 a letter was received from Mr Walton stating that if the Club insisted on charging 50c. a head for boys doing extra training for the inter-schools contest it would kill rowing in the school. That crisis was overcome as any other must be so long as the majority of Club members believe, as they did over 50 years ago, that the association between Club and School is still a worthwhile investment for the future.

(3) St. Andrew's College

In retrospect the Club's association with the college was never a particularly happy or fruitful one. Exactly what caused the parting with the Union club, who had previously sponsored them, is not clear. Admittedly, in 1961, when the Club took them in, there was difficulty in finding somebody to coach, as Boys High, having the longer association seemed to appeal more to anybody available. Nevertheless, Max Hunter looked after the top crew for several seasons and had considerable success, winning the inter-school eights in the first year.

Although the Annual Report for 1962/3 mentions "it is noteworthy that the (St. Andrew's) boys are always ready and willing to lend a hand around the boat-shed" very few boys became associated with the Club. In fact, only two appear to have had any impact. Malcom Robinson became a leading premier oarsman and Club administrator. R. M. Gunns was selected in the Provincial Junior eight for the 1966 triangular tournament with Otago and Southland.

Things might have been very different but for the arrival in Christchurch in 1969 of Fred Strachan, who had coached North End R.C. and was Convener of the national selection panel. He made it known that he would be interested in coaching a school and it was suggested that Aranui High School, who had just commenced rowing with the Club would benefit greatly from his assistance. However he persuaded George Little, master-in-charge of St. Andrews, that the College's future lay with him provided they moved to the Avon R.C. shed, which they did. It has not gone unnoticed that in their last year at the College at that

time, and listed among the school members of the Club, were P. J. Walker who was selected in 1971 N.Z. Colts eight and A. J. Earl, whose subsequent rise to fame as a respected international rower is well known.

(4) Aranui High School

From 'The Argus', the journal of the Aranui P.T.A. — "The Greeks apparently had a word for it. Or did they? Would Aristophanes, Archimedes, Aristotle, Plato or Pericles have recognised ROWATHON as a piece of classical Greek? Not likely. But Rho'mathlon would have made some sense to them — 'A contest of bodily strength for a prize'. What better contest of bodily strength (and guts) than our dog-Greek Rowathon?"

"But semantics on one side let us record that a Rowathon was held on Kerrs Reach at 1 p.m. Saturday 13 March 1971 when three crews rowed an eight oared skiff in shifts between the Canterbury Rowing Club's boatshed and the New Brighton bridge, virtually non-stop for four hours. It was a bodily contest (as blistered hands and sore posteriors could vouch) for a prize, as the Canterbury Savings Bank can testify. The reason? This was a money-raising effort by a handful of boys taking rowing, who wished to collect funds towards a set of ten oars. Generously, the Canterbury club has taken our boys under its wing, and are quite happy, until the school can afford to buy an eight, to lend club boats. But oars are another thing and they will cost \$430 with transport from Australia. The rowing boys had been promised \$100 from Canteen profits and the 26 miles covered in the Rowathon — which virtually makes it a Marathon doesn't it — brought no less than \$403. On top of that the school has received a grant from the Butterfield Trust. This really is a commendable effort — more than \$600 secured by a couple of dozen boys. The cost of the oars is well covered leaving a nucleus of a boat fund."

"The most successful of the boys was Dean Harris who collected \$50; Robert Mer-rin, a third former, \$32, and David Morris \$28. However the whole team is to be congratulated, not only on raising so much money, but also for rowing in such fine spirit. The school's thanks are due to the parents, friends and teachers who supported the 'cents a mile' scheme, the President of the Canterbury club for his support and encouragement of our fledgling group, and to Mr Giles who has supplied the essential enthusiasm and organisation".

Unfortunately the fledglings never really got off the nest. The Club did its best to match the considerable enthusiasm of Headmaster, the late Bill Brittenden, and master-in-charge Murray Giles, who had rowed for Waihopai, and was the wood-work instructor and another master, Trevor Nalder, but boats were a problem with the numbers of boys wanting to row and the after-school coaching problem remained. As has been seen they were able to purchase a set of oars which they immediately proudly painted in their own school colours and Murray Giles expertise was instrumental in keeping going the old boats which were all the Club could spare for their use at the time.

Nevertheless a large number of boys were catered for, more or less successfully for several years and the Aranui colours were seen in several S.S.R.A. regattas although really stable crews were not always in evidence. As they lived

in the New Brighton area, several of the older, and hence, more useful rowers, found it desirable, or possible, necessary, to work on Saturdays, that being the only area at that time having Saturday trading. And so success, the vital ingredient for enthusiastic continued support both from the rowers themselves and from their parents, eluded them.

Several boys rowed in the Club colours, the most successful and long serving being Frank Van Doorn who became a member of the University club also. But the Club was very disappointed when two brothers, R. and N. Costain were selected to attend trials for the N.Z. Junior team which competed at Nottingham in 1973, but, although showing great promise, did not continue rowing when they left Aranui High School.

As mentioned in a previous section hopes were held for a while that a prospective coach would accept the challenge to bring a new school up into senior (school) class. But that was not to be and when Murray Giles left, the collapse of the school rowing group became inevitable.

The last activity was in the 1972/3 season and the outcome was unfortunate, particularly had it been possible to foresee that, within 10 years, boys from the school would be joining Union R.C. as ordinary (i.e. non-school) Junior members while some Aranui girls were joining the Club under similar conditions. The demand is still there and, as the nearest school to the rowing centre, and with a more propitious beginning, Aranui High School might well have been the leading co-ed rowing school in the South Island.

(5) Linwood High School

This was another short-lived attempt to bring another rowing school into the city group but, as so often happens, the result depended largely on the arrival and departure of one man. Jeff Lopas (1965) had taken up a position on the teaching staff and the school began enthusiastically to the extent of buying an eight named 'Linwood'. There was a good year in 1976 when Lopas coached a colts eight and junior four, both of which won their respective classes at the Christchurch SSRA regatta. The eight also attended the Maadi Cup regatta. Three of this crew rowed for the club — M. DeKort, M. Sole and P. Sole — in the Novice eight which won the Canterbury Championships and came second at the Nationals, but very little else appears on the credit side as far as the Club is concerned, except that the boat was available for Club use on occasions. After Lopas left the school, and teaching, it was finally decided that rowing would not continue as an official school option and the 'Linwood' was sold, the Club tendering for it unsuccessfully.

(6) Rangi Ruru Girls School

After he retired from heading Christ's College, A. M. (Tony) Brough was Acting Principal at Rangi Ruru for some months. What effect his presence had on the decision of the Board and Headmistress, in 1986, to adopt rowing as an official school sport, only he could say. But it is clear that when asked to advise on the best way to proceed, he had no hesitation in selecting the Club as being the best equipped to 'sponsor' them. The Club management, in turn, had no hesitation in accepting the

challenge and came to an amicable arrangement as to conditions and subscriptions, similar to that with Boys High.

It will be seen that the list of members in the appendix, in the case of school-boys and University only the names of those who have become full members of the Club by competing in the Club's white uniform, as distinct from the school colours, are included.

However, when this history went to the printer, it was too early in the season to know which Rangi Ruru pupils, if any, would qualify under this heading, so it was decided that all the first 'intake' would be recorded here as 'foundation members' and they were:-

Abbasi, Randa	Haley, Kate	Treleven, Kate*
Ballantyne, Catherine	Johnston, Nicola*	Winters, Kristen
Bashford, Anna	MacFarlane, Lucinda	Withell, Claire
Caldwell, Jill	Strang, Philippa	* indicates coxswain

(7) University of Canterbury

The first official rowing contest between constituent Colleges of the University of N.Z. (as they then were), was in fours on Auckland harbour in 1927, between Victoria and Auckland. Water conditions were so bad that the home crew promptly swamped, but the race was restarted in the evening, and won by Victoris. J. Platt-Mills from the winning crew later won a Rhodes Scholarship.

1928 marked the first eight-oared race, the venue being Wellington. There were only the same two starters and the result was the same. A N.Z. University crew was picked after the race and was narrowly defeated by a Wellington provincial crew. This was too much for a group of student oarsmen from the Club who promptly formed the C.U.C. Rowing Club, obtained Student Association backing, and successfully lobbied for the 1929 contest to be held in Canterbury where the Easter Tournament was due to be held.

As they had no plant of their own, the University group arranged that any rowers who wished to be considered for the crew would become active members of the Club, who then supported an application to the Canterbury R.A. for the loan of one of the Association eights for training and racing.

This arrangement with the Club stood for many years and the University group continued to obtain the use of a C.R.A. boat until they were able to purchase their own. The full annual subscription for active membership of the Club was payable but there was a reduction for University members from other centres who only wished to row in the first term up until Easter.

The first C.U.C. eight was chosen after a series of trials in fours for twenty members, some of whom were novices. Coach and selector, Archie Douglas, named T. H. McCombs (stroke), E. F. L. Hill, C. F. J. Gilby, H. E. Holland, F. L. Wood, M. P. Eales, R. G. Drummond and V. A. Smith. Non-student coxswains were allowed at first and the young Club cox, Bob Hampton, was appointed. Only Wood and Drummond were not rowing in Club crews.

This first eights race was won by Victoria over a course of 1½ miles from Rapaki to Corsair Bay. Auckland were leading after a mile but their No. 7 had the misfortune to

jam his oar and the boat stopped more or less dead. (This was before the days of swivels and was by no means an isolated occurrence.) This was bad luck for L. A. Brooker (Lud), who had suffered even more when the N.Z. eight, of which he was a member training for the 1928 Olympics, had to stay at home through lack of finance. Canterbury, who had been about three lengths behind, finished second before Auckland could recover.

As a result of his abortive Olympic experience, Brooker made up his mind that, if he could influence events, such a thing would never happen again in New Zealand rowing. He did become Chairman of the N.Z. Rowing Council and there is no doubt that he was a prime mover in putting the sport on the International map during the 19 years he served in that position. In fact, of course, finance has always been a problem and will continue to worry administrators as long as the rank and file of the sport continue to support the selection of teams every year, to travel overseas.

Detailed results of subsequent contests and the names of the crews are available from the University club's own records but a study of the lists of the Canterbury Club's Officers, members and racing results reveals that the fortunes of the Club have been closely allied to the strength and enthusiasm of the University group under the original arrangements which continued more or less amicably for over 40 years. Twice during the period the University club has considered the desirability of becoming directly affiliated with the Local Association, as Christ's College did. The apparent success of the Auckland University club was one reason but another was the policy of the Club that University members be treated exactly as any other active members when it came to selecting regatta crews. The Club wanted the best oarsmen available to row together in the white, while the University group felt, not without some reason, that if they were able to row together in the same crews throughout the season, then, when it came to donning the maroon singlet they would have a better chance of success at the Easter Tournament for which they had originally come together.

In the former case economics decided the issue, as there was no prospect of the group ever being able to raise enough finance to purchase land and build and equip a boat-shed. When the Club itself was finding it difficult to complete its building at Kerrs Reach, the University concluded an agreement by which, for a lump sum payment of \$2000 by way of rent in advance, they were guaranteed an agreed number of boat spaces in the new building, for a period of 20 years. This term has now expired and, the Club's total boat space having been reduced by sharing with Union under the Leander Trust arrangements, it is unlikely that a renewal will be practicable along the same lines, unless it becomes possible to extend the building, a proposal which has been mooted for several years.

In the fifties the University group became so strong that, in fact, all members of the Club's premier eight which did so well in 1956 were also University members. For this reason, and also because the other local clubs were producing candidates for the University Tournament crews there has been little further pressure for the selecting of all-University Club crews.

The first Tournament crew member from outside the Club was the 1937 cox, A.H.H. (Shorty) Martin from the Union club and, because he was a coxswain, the rule that he should be a member of the Club was waived. In 1950 N.M. West, a

premier Union oarsman was selected to stroke the eight and subsequently was the coach for a number of years. With one other exception all other coaches have been Club people. The first was A. R. Douglas followed by F. H. (Fred) Brown. Don Gunn probably had the longest reign, from 1934 until he enlisted in 1940. Others have included M. T. (Max) Hunter, C. H. Clemens, S. W. Cox, S. P. Godfrey, T. Just, W. Barker and J. Renaut.

As soon as practising oarsmen from other centres coming to Canterbury to study, mainly engineering or forestry, wished to row for the University while they were in Christchurch, returning to their home clubs for the summer vacation, a special category of University Member was introduced in order to comply with the original agreement. As they would already have paid affiliation fees through their home club it was only necessary for the Club to ask for a nominal subscription for these men, to cover the use of the Club's facilities.

But when the Universities introduced Novice events into the Tournament rowing programme in 1961 this comfortable situation changed because the N.Z. Council soon became aware that a number of people were thus enjoying the sport without assuming their share of the costs of administration and required the Club to enrol them as full active members of the Club and pass on affiliation fees. This in turn caused problems for the University group who were now going to receive a much heavier account by way of annual subscription, a problem which has never really been fully resolved.

The big break in tradition came in 1969 when the senior coach of the Avon club, E. R. Linstrom, was appointed to coach the University eight. This in itself was no great problem, but included in that crew, in contravention of the original agreement between the Club and the University, was an Avon active member, D. Linstrom, and one from Union, D. Rawson. A few years later Trevor Coker, attending University from Wanganui, became the first out-of-town University club member to join another local club. Coker was already an accomplished oarsman and was selected for the N.Z. Gold medal crews of 1971 and 1972 so it was not possible to deny the University club his services.

There is no doubt that the fortunes of the Club in the past have been greatly affected by the strength, enthusiasm, loyalty and level of administration of the University club from time to time and, although it has never officially been rescinded, that the original agreement is no longer viable. No doubt the Club management will be keeping a watch on the situation to decide whether it is still in the best interests of the total Club membership to continue some sort of special relationship which would better reflect the needs of the changed social conditions of entry to the University, including the effect of women rowing which was not a factor for consideration either by the Club or the University group back in 1929.

THE CLUB AS A COMPETITOR

In the very first years there was little opportunity for hard competition even if it was wanted, the most active centre for racing being Kaiapoi, as early as 1867. But that was quite a journey then. The Lyttelton regattas, although evidently one of the main reasons that the Club was started, were really angled at sailing craft and ship's boats, with rowing for amateurs in a minor place. There was more emphasis on the recreational aspect of Club life, which continued to play a part, although a steadily decreasing one, right up until after the second World War.

The first Christchurch regatta took place on Boxing Day 1870, not to be confused with regattas of the same name run by the Christchurch Regatta Club whose first effort was on the Estuary in 1884. This one was organised by a committee whose names do not appear to have been recorded and was run on the Avon, believe it or not.

The event was significant enough to rate the best part of the whole page in a local newspaper which made the point that the organisers were "imbued with the desire to follow in the wake of its more fortunate aquatic rivals, and with a very laudable anxiety to afford a greater stimulus to boating in the city than can be given by occasional unimportant matches, although many may doubt the wisdom of prosecuting it in future years" because of "the very discouraging resources of the Avon river." Nevertheless "with some alterations a moderate days amusement might be afforded."

The course was approximately three km. from "Wrights" to "The Willows". Races were in heats with each boat carrying a distinguishing flag, starting 90m. apart opposite flags of the same colour and finishing at corresponding flags the same distance apart. A novel system, but how the judges, 90 metres apart, decided which crew passed its flag first is not stated although it seems to have been reasonably successful, as there was no particular criticism from the newspaper. The starting positions were balloted for with judges reserving the right of allowing any boat which appeared to have been kept back unduly by the boat in front, to pull off in another heat or final.

The programme comprised a four-oared race, open to all clubs in the province, for the Christchurch Cup which was won by Avon's 'Black Eagle'; a Boys four (Under 21) won by the Club's W. Webb, A. Stedman, A.S. McFarlane, J. Callendar and W. Callendar (cox); a coxed pair won by 'Bluebell' evidently a private entry as no Club is given; a Sweepstake four open to any crews who had not taken part in the Cup race; a scullers race open to all-comers (presumably not only amateurs) won by a James Dawson in 'Dewdrop' and finally a Consolation four for club crews who had not won a prize.

But in 1872 there was held what was billed as "The Great Inter-Colonial Four-Oared Outrigger Boatrace" on the Estuary finishing at Monck's Bay. The course was claimed to be "three miles, almost straight, from the Upper Reaches of the Heathcote river" but how this could have been is not at all clear now. The newspaper report,

presumably by 'The Press' who had a rowing correspondent, G.G. Stead, who had joined the Club in 1867 and became Managing Director of the paper in 1890, is notable, because, unlike others of the day, it gave details of the crews. In most reports, even as late as 1880, entries were made in the name of the boat with crews seldom mentioned.

This race was open to all members of rowing clubs in the Australian and N.Z. colonies with an entrance fee of 10 dollars and a prize of 300 dollars. There is no mention of a sponsor or how the acceptance of a cash prize would affect amateur status, although this was before 'amateur' was defined by the N.Z.A.R.A., still to be formed.

Once again the article is far too long to quote in full. It starts with a description of the six boats, the wood used, mostly varnished cedar, their builders, dimensions and weights. As an example, the boat which was eventually propelled across the line first was the 'Waterlily', built by H. Harrison of Lyttelton, of varnished cedar, 44 feet long (13.5m.), 20½ inch beam (52cm), 12 inches deep (30.5cm), weight 105lbs. (52.5kg.) She was entered by the Lyttelton Boating club and the crew were H. Harrison, E.W. Roper, W. Cameron, A. Cuff and J. O'Neil cox.

The other entries were:—

'Pere' (Kaiapoi Amalgamated clubs) Built by R.H. Matthews of Kaiapoi, slightly smaller but heavier. Crew:— W. and R. Wright, W. Burnip, G. Jameson and G. Wright cox.

'Wellington' (Wellington R.C.) Built by Edwards, Melbourne. A. McLeod, H. Wood, J. Waldon, T. Lennox and G. Poulson cox.

'Sabrina' (Heathcote and Union combined) Salter of Oxford, England. Rowed by R. Gain, E. Dartnall, G. Clark, J. Davis, name of cox not given.

'Endeavour' (Avon R.C.) Jos. Dawson, A.R. Reese, J. Dawson, D. Reese with Mansell cox. Built by D. Reese, Christchurch.

'Otago' (Otago R.C.) A. Grant, J. Mackley, A. Green and J. Hyndman cox. Built by Green, Dunedin.

'Ilissus' (C.R.C.) Clasper, Oxford, England. A. McFarlane, M. Atkyns, A. Hellicar, — Liddell and cox, W. Webb.

The weights of all crew members including coxswains were given and it is rather surprising to find that most of them were lightweights and the average overall was only 75kg.

The boats took up stations in the order 'Otago', 'Waterlily', 'Sabrina', 'Pere', 'Wellington', 'Endeavour', 'Ilissus' but owing to the narrowness of the channel the two boats nearest each bank suffered from shallow water. However the report says that a good start was effected by Mr Andrews although "in an effort to get water, 'Ilissus' plaited oars with 'Endeavour' 20m. from the post and a corresponding clash resulted between 'Otago' and 'Waterlily' through the former trying to obtain deeper water so that 'Otago' lost two lengths while 'Wellington' dashed ahead."

There follows a detailed description of the race. After about 200m. 'Waterlily' "had broken free and Cuff called on his confreres and pulling 41 to 'Wellington's 40 gained a lead of half a length," which was never lost. "At the first bend 'Wellington' took rather a wide berth and 'Pere' taking a short turn secured second place. For a while she drew on 'Waterlily' but the gap was too great to be closed."

The description of the last 250m. has a headline 'A HardTussle' and says 'Sabrina' then spurted and closed on 'Wellington' and it was all but a dead heat and their crews were lustily cheered for their plucky rowing. The Wellington men answered gamely and managed to maintain their place and draw away again from their opponents. Meantime 'Waterlily' had won by three lengths with 'Pere' second, three lengths ahead of 'Wellington'. Time — 20 min. 26 secs."

Follows another headline "The Ovation." "On stepping out of their boat the winners were seized by enthusiastic supporters and borne shoulder high in triumph through the dense crowd and along the avenue to Mr Monck's house where each member had to undergo an ordeal of handshaking and congratulation as would have dismayed any ordinary individual. Mr Harrison deservedly received a great share of the congratulations and indeed it was a red letter day for him as another of his boats, 'Ripple' had also scored a win. The 'Waterlily' had been carried over the zigzag from Lyttelton to Sumner by its crew."

While this race was nothing to crow about in the annuals of the Club — 'Otago' was fifth and 'Ilisus' last, it is a typical example of how reports were written, as well as the adverse conditions that had to be put up with, presumably without grumbling, both on and off the water.

But the first inter-club regatta more or less as we know them today, except that there were far fewer entries, appears to have been at Kaiapoi in **1874/5 season**, the Club winning the Premier pair (J. O. Jones and J. W. S. Gray), Junior four (W. Callendar, P. H. Duncan, J. C. Martin, J. W. Holt) and Junior pair (Martin and Holt), also the (open) Single scull (Barron). Thomas Barron, who worked on the railway at Rakaia had requested, and been granted, membership of the Club, specifically to take part in this event and some four years later wrote from Rakaia lamenting that the authorities in Canterbury were neglecting sculling and would never do much good until they gave it more attention. A far seeing man, apparently, because, with one or two isolated exceptions, he has still not been seriously contradicted.

It should be pointed out that, until 1884, there were only two status classes, Senior and Junior, the latter usually under 21, although some organisers restricted the age to 18. Other special conditions could be, and were, applied to entries for Plate or Consolation races which might be open only to crews who had not entered for the prime event or had not won earlier event.

Regular meetings were held from then on at Kaiapoi, Lyttelton, on the Estuary, and later at Akaroa and Timaru and leading serious oarsmen from the Club had many successes. As happens today many names appear regularly and these are well documented in the Club's records. In this story it is believed, only wins or 'near misses' at N.Z. Championship regattas should be recorded, along with the best of some other worthy efforts.

But before doing that, there is one event that should be noted, the annual race, started in February 1880 with the Otago club, in fours. Otago won the first race, on the Estuary, by four lengths, and were never seriously troubled, dropping their rating from 38 to 32 over the last 100m. Otago — G. A. Fenwick, S. Turton, W. G. Aspinall, W. Roberts and A. McDonald cox. Canterbury — J. O. Jones, T. Tayler, J. R. Evans, L. M. Ollivier and G. Dixon cox.

The contest raised quite a lot of interest and a lot of hackles of members or sup-



*The Youths crew which defeated
Otago in 1881.*

*Standing: J. F. GRIERSON.
Seated from left: C. B. DOBSON,
E. M. BOULTON, T. R. DUNSFORD.
In front: J. M. LAURIE (Cox)*

porters of other clubs when newspapers referred to it as an 'Inter-Provincial' race. In particular a gentleman from Kaiapoi wrote a Letter to the Editor pointing out in no uncertain terms that a properly selected Provincial crew would probably not include even one C.R.C. man.

The second race was on the Taeri river and this time the Club turned the tables "rowing like a machine and being helped by the bad steering of the Otago cox." Canterbury — T. R. Dunsford, C. B. Dobson, E. M. Boulton, J. F. Grierson and J. Laurie coxing. Otago — R. Fulton, J. Allan, W. S. Roberts with the unfortunate G. Langley coxing.

Back on the Estuary in 1882 the Club went one up with J. O. Jones, J. W. Davies, E. M. Boulton, L. M. Ollivier and J. Laurie again coxing. This result surprised the pundits. The Otago crew of W. S. Roberts, H. A. LeCren, W. H. Fowler, W. G. Aspinall and a new cox, G. Spooner travelled from Dunedin in the steamer 'Rotomahana' arriving on Thursday and going into residence at Sumner in order to practice on the course. They brought with them a Clasper boat fitted with 560mm slides and it was said that this boat was far superior to the Club's Salter boat which had 380mm slides. However, in spite of the Club crew "being almost in the veteran class," due to several transfers away of younger men, they were never headed and did not have

to raise their rating above 38 to win by several lengths. Mr Monck had provided secure accommodation for the Otago boat close to his jetty but it is not stated how they got the boat from the ship at Lyttelton nor how it was returned, possibly because in the evening the crews and probably the reporters etc., met at the 'Commercial' hotel where "a capital spread was provided by host Warner" and numerous toasts proposed and replied to during the proceedings.

The following year the fourth race, at Henley -on-Taieri, to quote a Dunedin newspaper, resulted in the Club "winning a most hollow race, passing the post at least five lengths ahead to the disappointment of the crowd of about 500 who had gone out there by train". C.R.C. — A. C. Lean, E. M. Boulton, J. F. Grierson, J. O. Jones (almost geriatric by now surely after those earlier remarks). O.R.C. — E. Fulton, W. H. Fowler, E. L. Drew, S. A. Gibson. A critic later wrote in the paper that those who did not know the reason thought Otago were rowing rather scratchily. "Their boat had 450mm slides, 100mm shorter than those on Canterbury's new Swaddle & Windship boat" but there is no explanation why Otago did not use the boat they had the previous year if slide length was so important.

Later Otago said that in future they wished to row the race in in-rigged boats instead of the out-rigged ones favoured by the Club, on the grounds that the water in Dunedin was unsuitable for out-riggers and they were thus at a disadvantage. Whatever the merits of this were, one way or the other, the 1884 meeting did not take place nor were there any further races. A proposal was sent by the Club to Star B.C. for a similar match with them but turned down as Star already had a contest with Union R.C.

The first national Championships following the formation of the N.Z.A.R.A. were decided as events in conjunction with local regattas. In 1888 the coxed four was at Wanganui and the only other event at that time, the Single scull, at Wellington. It would seem that the Wanganui river course has always been a controversial one as it was unrowable for three days. On Tuesday (13 March) it was decided to go ahead with all events except the Champion four. Strangely enough there was also a Premier four on the programme and this attracted exactly the same entries as the Championship race, as might be expected. The finishing order in Tuesday's Premier four was Star, Wellington, Wanganui, Wakatu, Union B.C. and Canterbury who, it was said, were at a disadvantage rowing for the first time in a boat borrowed from Blenheim.

The decision to postpone the Champion four until the next morning was well justified from the Club's point of view, as the crew, E. M. Boulton, F. W. Dunnage, H. F. Nicoll and A. L. Smith, drew the inside position which was more sheltered, although the wind had dropped considerably. Whether it was the position or the possibility that they were more used to the boat, they reversed the Premier four result, winning by a length from Wanganui who would have known the vagueries of the river, Star, Wellington, Wakatu and Union (who should also have benefitted from local knowledge). Incidentally, in the dark the previous evening, the Premier double race was run. There were two starters, Star and Canterbury and they finished in that order, another outing for Boulton and Dunnage.

The fact that the Club won this inaugural event was, of course, the subject of much pride and satisfaction but, looking through the Championship records, it may be wondered why the name of Canterbury does not appear after 1905 in men's open

weight events. One reason is that it was several years before Auckland clubs applied for membership of the N.Z.A.R.A. and so were not eligible to race in the earlier contest. The small number of starters may be remarked on also but in the early and middle days of this 125 year review it was unusual for crews to go to the Championships unless they were considered to be well above the average, whereas, over the last 40 years, the pattern of 'The Champs' has changed so that nearly all rowers participate in the various classes. For example, in 1986 there were 20 entries in the Champion coxless pair, 16 of them from north of Wanganui.



N. L. McBeth 25 years on.

*Champion Pair 1896
J. Y. Daly, F. I. Cowlshaw*





Harold P. Fox Photographer Bristol

BY SPECIAL ARRANGEMENT

115 High Street, BOSTON, U.S.A.

Champion Four 1901
W. A. O'Callaghan, H. Ayers, A. T. Bendall, A. S. Hardy-Johnston.
John Fuller — Coach, A. Winstone — Cox

The next win, in the fours, was not until **1891/2** when J. M. Laurie, J. Y. Daly, R. Speight and N. L. McBeth overcame the hoodoo put on that event by Wellington, who had been successful for the previous three years, with the Club coming second in two of them.

At **Picton in 1896** came the first win in the coxless pair. J. Y. Daly and F. I. Cowlshaw lead all the way in the face of drenching rain, although the water was good. The other starters were Wairewa, Blenheim, Wellington and Star. The Champion four was also run at this regatta with five starters. Club crews filled second place in the Intermediate four and third in the Senior four.

"The waters were troubled and muddy, overhung by dark clouds from which emanated torrents of rain and sleet" as one reporter had it, on **29 December 1900**. This was the Christchurch Regatta at **Lake Forsyth**, during which the four Championship events then recognised were to be held. The Four was the first race on the programme and seven started. Canterbury soon took the lead and, although hard pressed by Aramoho, won by a length with Star third. Also started: Avon, Dunedin Amateurs, Queens Drive and Wellington. This was the second red-coat for H. S. Ayers and A. S. Hardy-Johnstone who had won the Champion doubles at **Picton** in the previous year. The other members of the 1900 four were A. T. Bendall and W. A. O'Callaghan. These two also started in the Champion pair, coming second to Wellington, which was that club's fourth win in a row. Both pairs left the other starters, Star and Christchurch Amateurs, well behind.



*Champion Double 1900
A. S. Hardy-Johnston, H. Ayers.*

J. S. Guthrie and E. C. Little chalked up the last men's open weight Championship taken by the Club when they won the pair at **Picton in 1905**, although there were only two other starters. Be that as it may, they go down in the records as the best pair around at that time, just as West End were the best quad in 1976 although there were only two other starters on that occasion also.

But there have been many occasions when some very good Club crews have all but taken Championship honours, or have deserved to, but have missed out through adverse circumstances or because they were just not quite good enough on the day. The stories of these are told here together with records of winners of other classes since the Championship regatta was expanded to cater for them, as well as those who have done well at the new Championship classes that have been introduced over the years.

They all deserve to be remembered by the Club members, if nobody else.

Back in 1903 Intermediate, Senior, and Junior (then under 21) classes had been introduced and in **1904 at Lake Waiholā**, the Club had a very good regatta. In the Champion four W. Evans, E. C. Little, H. S. Ayers and G. Beauchamp with T. Buchanan cox, came a close second to Port Chalmers United; the Intermediate four of D. Barker, G. M. Milsom, O. E. Bowling and E. R. Guthrie also recorded second place while the Senior four caused some nail biting. They appeared to be leading comfortably 100m from the finish when Otago put on a mighty spurt but unfortunately collided with the C.R.C. This allowed North End to finish first but protests by both crews resulted in the decision to row the race again. This time the Club crew made no mistake, left Otago behind, with Invercargill third. This crew was R. E. Lake, C. H. Hobbs, H. S. Hobbs and A. H. Tucker. As will be seen later a Club crew had a similar experience at Lake Waiholā 42 years later in bringing home the first Championship win in that time.

At **Wellington in 1905** E. R. Guthrie and C. H. Hobbs were again successful, this time in the Senior Pair and a win was also recorded in the Junior (under 21) four by H. R. Brittan, N. Guthrie, T. O. Fox and N. W. Parson and C. Glover cox.

The Championship regatta at **Picton in 1906**, although not recording great success for the Club, is interesting because both Auckland and Waitemata had entries and the numbers were creeping up. It is noted also that Canterbury had been awarded the Junior four at the previous Wairau regatta when it was found that one of the Blenheim crew, who had crossed the line first, had an over age member. And we thought that was something new!

So we come to **1907** when both Junior races, four and double, fell to the Club. L. A. Dougall, G. S. Collyns, T. O. Fox and R. E. Fitzer made up the four while Collyns and Dougall sculled. According to newspaper notes by 'Jason', Blenheim surprised by winning the Intermediate four after a very close tussle with Canterbury. There were eight starters which was unusual enough for 'Jason' to remark on "the very big field".

At **Picton in 1910** J. S. Guthrie and L. A. Dougall recorded a second in the Champion pair and although probably not in the 'near miss' category is mentioned because the weather, and confusion as a result, lead to many protests and threats that Picton would never see a Championship regatta again. In fact, there were several more but the Pairs race was indeed a bit of a farce. When the non-

championship events were finally rowed off one after the other, the Championship events had to be compressed, with the result that only two started in the pair, Picton leading all the way. Union B.C. and Star were late but their protests were not accepted. The other entries, Blenheim, Union R.C. and Waitemata had scratched.

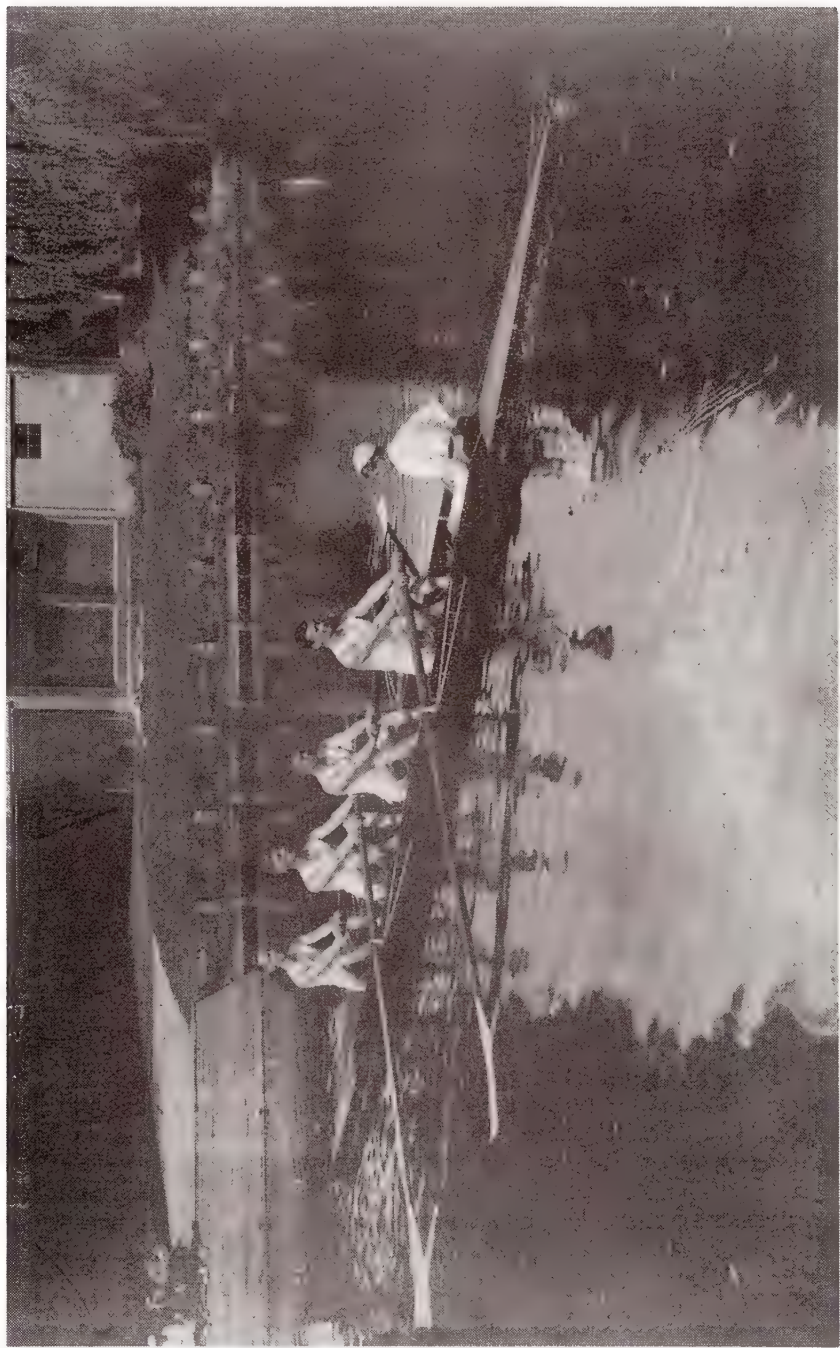
Although not to the fore in Champion events, four of the Club's men had a great day at **Wanganui in 1911** winning the Intermediate four and then going out to take the Senior four also. Had the Senior race been first on the programme they could not have taken part in the Intermediate event as change of status was immediate, the sensible rule applying change at the end of the season only, not being brought in until many years later. As Intermediates this crew had seven wins and two seconds out of nine starts. They were H. B. Hamblin, C. G. Farrow, E. Baxter and D. E. Cogan.

In **1913 at Wellington** the Intermediate four — S. Johnson, J. W. Langridge, L. Parson and V. Hewer — chalked up a good second. Then came the first World War, and a very heartening recovery from the crippling effect of so many losses of active young members, by a new generation of very talented rowers, of whom some names are still cropping up many years later as active members and then coaches and administrators. Of these most would agree that F. H. (Fred) Brown was outstanding. He was winning Junior races in 1920/21, Intermediates in 1921/22, culminating in winning both Intermediate four and pair at **Wanganui in 1922** with E. T. Beaven in the pair and Beaven, R. A. Morgan and R. R. C. Spooner in the four. The following year the same four won both the Senior four and pair at Bluff. In fact they do not appear to have been beaten at any regattas that season including Christchurch and Wellington, and this did no harm at all to the growing reputation of Bert Ayers as a coach. Such was the mood of the Club that the normally dry and factual Annual report broke new ground in 1924; "For many years the Club has been unable to enter crews in Premier events. Your committee has pleasure in recording last season the wins of C. G. Farrow and F. J. Stewart in Premier doubles at Christchurch regatta and F. H. Brown, E. T. Beaven, S. P. Godfrey and R. A. Morgan in the Marlborough Plate at Picton.

Brown's crew were second in the Champion fours and their form was very favourably commented upon by rowing enthusiasts. The Club is much indebted to Mr H. Ayers for his untiring work in coaching the crew. Messrs Brown and Beaven represented the province in the inter-provincial fours." Fred Brown's name in particular continues to feature in winning crews up to 1928 as well as on the National representatives Honours Board.

With the Championships being at **Hamilton in 1925** that season was rather quiet but at **Dunedin in 1926** the Club was represented in the Intermediate pair and Senior double. The intermediates (R. F. Batchelor and D. St. C. Gunn) gained second place after a good race but the Seniors, after a postponement of some events until Monday had to return home without a row. As will be seen an even unkind blow was to be dealt to Club crews at Waiholā in 1983.

With the exception of **1927 and 1931** there is no record of attendance at Championships until 1936. In 1931 at Wellington a win was recorded in the Junior four (I. G. Smith, S. W. Cox, D. Alston and L. L. Hosking). Somers Cox was later to be selected for the 1932 Olympics. Lloyd Hosking, a University recruit from Wellington, later became President of Star and a long serving Councillor of the N.Z.A.R.A.



*Morgan, Godfrey, Beaven and Brown. R. Saunders (Cox) H. Ayers (Coach)
This crew was specially mentioned in the Annual Report for 1923/24*

In **1936** the Club was again showing some strength having won the D.C.L. Cup three years running. At **Wellington** that year the Intermediate four title was again captured through Lance Robertson, M. W. Graham, J. E. Stewart and H. S. Read and the Junior four (R. J. Hampton, H. W. Millard, H. F. Flower and S. M. Gray) had a good second.

The upswing continued into the **1939/39** season. More regatta wins were recorded than for several seasons past, particularly in Junior and Intermediate classes including a very close second in the Intermediate four at the **Championships at Picton** by A. T. Johns, H. W. Millard, F. C. Preston and W. K. L. Dougall. As mentioned elsewhere the Club was virtually shut down during the period of the second World War but, to depart from the Championship theme for a moment, it is worthy of record that in **1940** the Club won the inter-club eights for the first time. That honour went to R. J. Hampton, T. McKnight, W. W. Young, E. W. Wright, L. G. Bell, P. Cotter, C. S. Hinton and D. S. Hamilton.

With the Championships taking place at **Akaroa in 1951** the Club entered the strongest, or at any rate the longest, list, namely Intermediate and Junior eights, Senior, Intermediate, Junior, Lightweight Intermediate, and Novice fours. However the only crew to win was the Lightweight four of R. B. Campbell, G. Rogers, J. L. Dunnage and D. Jarvis with E. Carrington coxing.

The following year at **Wellington** the Champion fours and pairs had to be rowed in heats for the first time, on Friday, as did several of the minor events, including the Senior four. The Club's entry in this event won its heat and was placed third in the final — F. W. Harland, J. L. Roberts, W. K. Jones, J. G. Moulton. The premier pair qualified for the final from 12 entries but were unable to get a place.

Better results were obtained in **1953 at Queenstown**. B. M. and W. K. Jones, F. Harland and R. D. Beckwith dead-heated with Riverton for first place in the senior four. There were no video cameras then. Had there been they may have had the title to themselves. On the other hand they may have been relegated to second. No camera was needed to decide the Wakatipu Plate, however, which was open to all fours not entered in the Championship event, when they failed to win a place by less than one metre. But they also won at Christchurch, Wellington and Lake Waitaki and twice lost to Union in the Premier grade by a few metres R. Musgrove and R. Moginie also took second place at Queenstown in the Senior double. These results ushered in a most successful era for the Club.

To quote a newspaper report from **Wairoa in 1955** where there were 21 starters in the Champion four — "Stroking at 40 Aramoho set a merry pace at the start and went ahead of Canterbury, Mercer and Timaru in line, and then Wanganui and Whakatane. With three quarters of the distance to go Aramoho were still in front of Canterbury who were three quarters of a length in front of Wanganui and the others up to three lengths back. There was no change at half way although Timaru had improved their position. Aramoho just held off a challenge by Canterbury by half a length with Timaru a further length back in third place." That crew had one change from the previous season, J. Sewell having replaced R. Beckwith, and in their Annual Report the N.Z. Association took the unusual step of commenting that this was a very fine effort as Canterbury had rowed in a 'Maideh class' plywood boat and were a great credit to their coach, S. P. Godfrey, who in turn had been taught by H. S.

Ayers. it will be noted that entries in this race had increased to 21, and the Championship regatta was now accepted as a two-day event. Within three years it was to be stretched to four days. The Club's Annual report for 1954/5 also points out that this crew's win at Christchurch regatta was the first Premier four win there in 26 years. At the same Wairoa regatta, R. Moginie, this time with D. A. McDonald, were awarded third place in the Champion double, although this was not exactly a near miss, as they had crossed the line fourth "some distance back from Hamilton", who, however, were disqualified for some unrecorded misdemeanor. But a medal's a medal.

There can be no doubt that the **1956 Championships** held on the **Oreti river** at Invercargill was the most disappointing one in which the Club was taken part, even although three second places were gained. As Chief Umpire, B. R. Walker said, after an 'inquest' on the Champion eight race, "I have no doubt that Canterbury, in future, will say that Winston McCarthy robbed them of the title". McCarthy was the well known Rugby commentator of the day and Southland, probably quite rightly, considered that by engaging him they were putting Rowing up a few notches in the interest of the listening public.

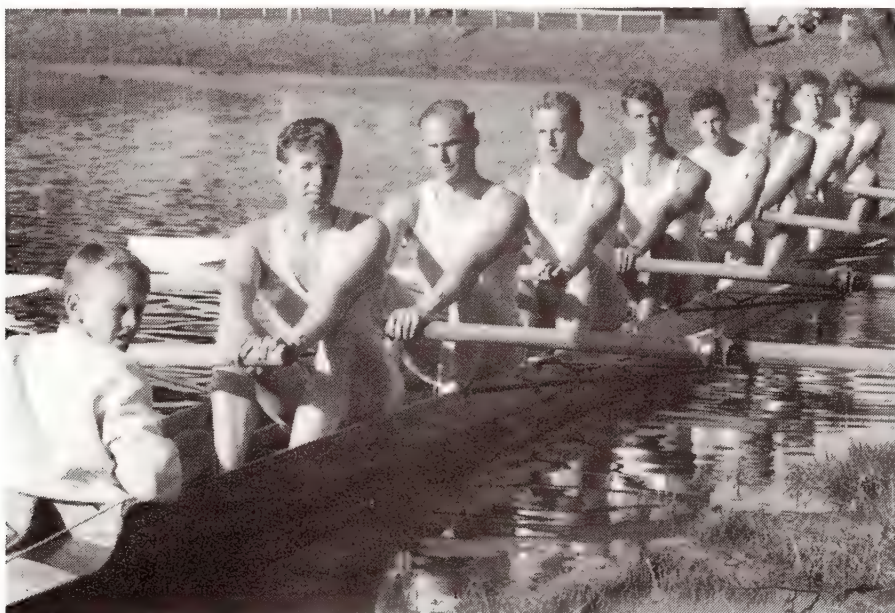
Evan McCalman, who was Club captain at the time, told the story of misfortune in the 'Christchurch Star'. "In the heats of the Eight on Friday we beat West End, the reigning champions, by a canvas, and were rowing very comfortably. In fact our hopes of bringing the title to the South Island for the first time in history rose considerably. Racing was marred by a strong north-easterly, at times blowing against the tide and cutting the surface into white-caps. The first time out for the final we considered the water unrowable and our protest was upheld, the race being postponed for an hour. The second time we got a very good start and after 500m. had a canvas lead over West End when the umpire called the race off. We all wondered why, but when we were able to look around we could see the launch carrying the radio announcer was in the middle of the course about 100m ahead. We all went back and the race was re-started. This time West End jumped into the lead and managed to hold us off throughout."

A report at the time said "West End's greatest win was in the eights. The event provided a great finish with Canterbury seriously pushing them with only 200m. to cover. At the halfway mark only a few lengths separated first and last. West End was stroking fast, while Canterbury was content with a long 36. They continued to worry the champions right to the end, failing by only a few feet."

This could not happen today in a Championship regatta and who knows how the future, not only of the Club, but the whole South Island rowing scene, may have been affected by a different result? West End had already won the title five times before and continued for another two years before they were finally toppled by Union B.C. (Wanganui) and it was not until 20 A.M. (after McCarthy) that Avon finally brought the title south.

But the Oreti had not finished yet. Because of the postponements and re-row the whole programme was disrupted and the order of events and their times changed, another thing that cannot happen to Champion events today. Four of the Club's eight — Harland, Sewell and the Jones brothers — had qualified for the final of the Champion four also, the only ones from the eights field to have done so. After the trauma

of the eights they were resting as much as possible and the call out system was not as efficient as it is today. If they were called, they missed the call, were late on the water, and within 200m of the start when they met the fours race coming up. It was won by Mercer, whom they held to half a length in the heat.



*The Eight which had to bow to West End
(accept that P. J. R. Spooner was in four seat and not D. A. McDonald as pictured
here)'*

To quote B. R. Walker again, "The crews for the Champion four final were to be on the water at 1.45. The start time of 2.00 was announced over the loud speaker and displayed on a blackboard. All the other crews at the start at the required time. I searched the course with the glasses right up to 2 p.m. but there was still no sign of Canterbury. Both Mr G. Jeune, the N.Z. Council rep., and I decided that they were not starting and the race was sent away at 6 minutes past. Whatever system is used by regatta committees to call crews out, the responsibility still rests with the crew to be at the start in time."

There is no reply to that argument.

The other members of the Premier eight were R. G. Barrett, E. R. McCalman, P. J. R. Spooner, and M. J. B. Worseldine. Also rowing into second place at Oreti were the Junior eight – R. T. Turner, W. A. Warden, B. F. Carter, W. Gilroy, P. C. Brown, D. W. S. Moloney, H. Quigley and N. J. Warden. A third 'silver medal' was won by the Intermediate four. They were G. C. McRae, D. G. Corsbie, J. L. Dunnage and M. J. W. Stokes.

During the **1956/7 season** the Club had a record 29 wins including regattas at Waiholā, Port Chalmers and Wellington, but only one crew was able to make the

journey to Karapiro for the Championships. This was an Intermediate lightweight four — K. H. Kibblewhite, E. G. Hill, B. M. Pease and J. D. Ward and they finished a creditable fourth from what was then a large field of twelve.

M. C. Corsbie, E. J. Martin, M. S. R. Smith and B. Aitcheson carried the All whites to victory in the Intermediate four at **Wanganui in 1958**, the best of many wins they had between them over a number of years in Junior and through the grades to Premier in pairs, fours and eights.

Waiholā was again the venue in **1959** for the first of several successes for K. H. Bell and R. L. Musgrove, who annexed the Intermediate double, and for a great disappointment for one of the most promising pairs the Club has seen, ex Boys High juniors Derek Rastrick and Bob Truscott who suffered their first defeat there by 30 cms. But they went on to win many races in Intermediate and Senior classes, both rowing and sculling, until both were transferred away in 1963, before they had reached their real potential, unfortunately the story of too many of the Club's most promising material. Indeed it was in 1959 that D. A. McDonald won his red-coat in the Union (Wanganui) eight. Nevertheless in spite of this apparently thin showing, the Club had 38 wins at various regattas this season and retained the Kerrs Reach pennant, the Head of the River flag and the D.C.L. cup.

The next season was a mixed one, due to some extent to the effort being put into the new clubhouse at Kerrs Reach. The four who had won the Intermediate title in 1958 competed in the Champion four reaching the final from 24 starters. They had been coached by Humphrey Gould and were rather disappointed not to be in the medals as they had finished second in their semi-final. Rastrick and Truscott got a 'bronze' in the Intermediate pair. Barrie Jones, who still filled a seat in the Premier eight retired at the end of this season, having represented the Club for eleven years and won more races than any other member at that time, most of them in Premier class.

In the build-up to the **1960/61 Centennial season** reasonably good results were achieved by the Premiers and Juniors. At the Championships at **Wellington** the Premier eight went into the final from a repechage, as did the Premier four from its semi-final. An Intermediate eight and pair and a Junior four also competed. Wellington had two crews in the Junior four, one had Tom Just in it and the other Tim Dobbie, both of whom later became keen members of the Club while at Canterbury University. Perhaps the highlight of the season, certainly the most exciting one for the onlookers, was the regaining of the D.C.L. cup at Kaiapoi, a venue no longer recognised as counting towards this competition, by winning the Premier four, the last race, when there were only six points separating four clubs. Sadly, both for the spectators and club spirit, such finishes to a season are no longer seen. Mention should also be made of B. J. Watson who was unbeaten this season in Senior singles although sculling in a maiden-class boat.

The 1961/2 season, the Centennial of rowing in N.Z. as well as of the Club, was marked by a display of great good will by other Local Associations in agreeing to hold the Championship regatta on the Kerrs Reach course to mark the occasion. Sadly, the Club did not prosper itself in the racing. Only the Junior four — A. D. Dearsley, J. A. Hunter, N. F. Smith and P. J. Dearsley reached the three-boat final, losing first place to Waikato. The Premier four — M. C. Corsbie, K. H. Bell, B. F. Aitcheson and

E. J. Martin — won their heat and were second in their semi-final, but only the two heat winners and the fastest second qualified for the final and Union B.C., the other contender, had a 3 second advantage. Also taking part, but failing to make progress were Novice, Lightweight and Senior fours. But there were many winning efforts at other regattas and the D.C.L. cup and the Head of the River Flag were retained.

Then began the big exodus. It was as though many active and other members had just been waiting for the Centennial. In **1963** the active membership, 30, was less than half what it had been 4 years earlier and there were no Premier oarsmen. Only eight names appear on the list of winners at status regattas. Heading these, the Intermediate double of Hunter and Smith, who won this event at the Championship regatta at **Karapiro**, and had only one loss in this class during the season; Rastrick and J. O. Sunderland (Senior sculls) and a University Senior four rowing in Club colours, T. P. Dobbie, B. Walford, W. Mills and W. Taylor.

The downward slide in membership continued in **1964** dropping to 20 but a Junior four kept spirits high at **Waiholā** when they failed by a canvas to take a medal at the Championships. B. K. Pettigrew, I. H. McElwee, J. G. Radford and A. J. Haycock had a successful season both in B.H.S. and Club colours. Just, Hunter, Walford and Smith had to win their repechage in the Champion four to reach the final, which they did, but could not match the Auckland holders, nor Waikato, nor two West End crews, coming in fifth.

The lowest point was reached in **1965/6** with only 16 active members, most of them schoolboys or University members, although the best Novice four for many years was beating all opposition, until National Service claimed two of them in the New Year. One of those left, Bill Bromley, turned to sculling and more will be heard of him. Until University resumed, the only crew to show out was Pettigrew's with D. S. Armstrong replacing McElwee. They were now rowing Intermediate lightweight and won at the Wellington regatta. Just and Hunter returned in March along with two other leading Wellington men, Russel Black and Dick Joyce, and with their help the Club won the inter-club eights.

With active membership recovering to 27, the following season was one of consolidation, although relying heavily on B. H. S. members, past and present. A School Novice four, J. Lopas, R. Pickrill, H. Stringleman and H. Hunter won at Wairau. The Intermediate four — Pettigrew, Armstrong, Radford, Haycock — were second at Oamaru and at the Canterbury championships and these two crews combined to form an Intermediate eight.

Membership was much the same in **1967/8** but that much more experienced. A new Intermediate four emerged with Pettigrew, Lopas and Pickrill being joined by Malcolm Robinson, who, as it turned out, was the last recruit from St. Andrews before they moved on. They came a good second at the **Karapiro** Championships. In fact the performance of the Club at that regatta was heartening to supporters after the lean times they had experienced, including some now resident in the north who were particularly warm in their praise of the crews entered in five events, of which three were finalists. W. G. Bromley came fourth in the Intermediate single in spite of interference; Tom Just, back from Wellington, and Mark Brownlee who had transferred from Avon, kept members simmering all the way up the course in a great tussle with Veldman and Cole of Whakatane in the coxed pair in the end having to concede

two lengths. This event had only been introduced to the Championship programme in 1966 and the Whakatane pair had not been beaten, nor were they until 1970. They also won the coxless pair this year, the first of eight successive wins in that event by Veldman.

This better showing was reflected in renewed enthusiasm the next season, assisted no doubt by the opening of the Leander building. Several supporters went to Wanganui for the **1969 Championships** and saw Just and Brownlee rowing into a 'bronze' in the coxless pair, having to give way this time to Union's Satherley and Little as well as Whakatane. In the Champion single Bromley had the misfortune to draw Watkinson in the heat, but only lost by 1½ lengths and then his arch rival on the local scene, Tim Armstrong of Union, piped him in the repechage. But Errol Robb, the Club's No. 2 won his heat and performed very well in the final for fourth place, incidentally having the satisfaction of beating Armstrong in the process. The previous year's Intermediates started in the Champion four but could not match Oamaru in the heat, nor West End in the repechage. Next up, the Champion double, saw Bromley and Robb make the final via a repechage and although finishing fifth, once again had the satisfaction of beating their local rivals, Armstrong and Fraser. This was really a very good effort looking at the line-up against then – the Watkinsons (West End) 1st; Wairau (Sutherland and J. W. Gibbons) 2nd; Whakatane's Reid and Mills 3rd; Star (Garret and John Gibbons) 4th. Finally the Champion eight contenders Lopas, Just, Brownlee, Robinson, M. G. Smith, Pickrill, Pettigrew and Radford, fourth in their heat, got into the final through the repechage and beat both Hutt Valley and Petone who had prevailed earlier, to make fourth place. Back home the Club won the D.C.L. cup, Head of River flag and inter-club eights. Incidentally in the Champion eight that year, Wellington, were ex-members John Hunter and Russell Black.

From then on good performances came thick and fast. The Whakatane Premier eight which included Veldman, Cole and Mills put paid to the Club's best chance for top honours since 1956, at **Karapiro in 1971** and neither could Waikato be held off. Lopas, Pickrill, Brownlee, Robinson, D. Jack, A. Winwood, V. Allen and Pettigrew with cox J. Harding had to be content with third place in the Champion eights in a time of 5m. 53 sec. only 10 seconds behind the winners. Dave Jack and Alan Winwood were from University and stayed with the Club over the long vacation for several seasons. This performance, no doubt, had a direct bearing on the selection of Jeff Lopas for the 1971 N.Z. Colts, the first representative from the Club at this level. At the Canterbury championships Vic Allen and Peter Walker teamed up with Jack and Winwood in a new Senior four combination, while Walker joined Bill Barker, ex. Star, to win the Senior double. All round strength again won the D.C.L. cup.

In **1972 at Wanganui** there was another great disappointment in the Champion eights. Jack had gone and was replaced by Walker otherwise the line-up was the same. Wellington and West End had won the heats. In the second repechage the Club lined up with Avon, St. Georges and Blenheim with two to go to the final. Early on there was a clash with St. Georges who however finished first, Avon second and Canterbury third. The Club protested and were upheld by the umpire but he then made a strange decision – that Avon would be excused, which put them into the final, and only St. Georges and Canterbury need re-row. When this eventually took

place the Aucklanders better withstood the pressure. So the Club missed out on the final although they had recorded fourth fastest time in the heats and put up the same time in the aborted repechage in spite of the check. Finishing order in the final was West End, Waikato, Wellington, Avon, St. Georges and Wanganui and it is of interest to recall that this was the first appearance of Coker and Earl who were to become such a force in our national crews and in Avon's success in 1976. In between times Lopas and Pickrill had been winning Premier pairs at local regattas and made fourth place at Wanganui, earning themselves places in the N.Z. trials. The Novice eight also performed above their expectations, reaching the final. This crew was K. Shearer, S. Wilder, J. Dench, R. Smith, D. and J. Fitzgerald, I. Clark and B. South and H. Miller cox.

In **1973** active membership was still more satisfactory at 47. All crews in training went to the Championships at Waihola but only Walker and Pettigrew reached the finals, in the Senior double. Although two Intermediate eights were boated the big disappointment was the inability to put together a stable Premier eight with the retirement of Brownlee and Robinson and departure overseas of Winwood.

Membership continued to increase in **1974** but for various reasons all crews were late in getting into serious training. A promising Novice eight won at the local regattas but found the going too tough at **Karapiro**. Four of them – M. Whitehead, R. Williamson, R. Devine and G. Clarke reached the semi-final of the four. The others were C. Lynch, R. Stone, G. Adam and P. Midgley. In the Champion pair, B. and R. Allen got as far as the semi-finals while D. Stollery and P. Wicks, a visitor from Tasmania, went very well to take fourth place in the Intermediate double.

Few who were there, particularly those from the Canterbury Rowing Association who were hosting the **1975 Championships at Waihola**, will forget the nasty trick the weather-man played, causing the final day to be washed out and the decision made by the N.Z. Rowing Council, over the heads of the Regatta Committee, to row the Champion finals only, at Karapiro the following week-end, when course facilities would be available following a secondary school regatta, and to abandon the other races. This was certainly unfortunate for Club crews whose events, under the circumstances, certainly rate as near misses. The Senior four of B. Allen, B. Rowe, B. Stanaway and M. Davies had won their semi-final in fine style coxed by Steve McKenna. Also semi-final winners in the Novice four were the Fyfe brothers and the Routledge brothers and they had been given wide support to win the event. With S. Brady, R. Wallace, G. Hanlon and G. Lloyd they were already in the final of the Novice eight.

In **1975/6** season the Club was particularly strong in Novice, Junior and intermediate classes, dominating local racing, and laying the foundation for another round of Premier crews. At **Karapiro** the Club entered a Lightweight eight, the first time this event had carried Championship honours, and paved the way for the future. I. McCartney, D. Stollery, N. Allen, R. Smith, J. Gunn, D. Lloyd, C. Lynch, R. North and cox P. Glassey dead-heated for fourth place from a field of eleven, while a Junior four also finished fourth from 31 entries – P. Davidson, M. Broome, J. Heyward and G. White – came together late in the season and were improving with every row. They had a good coxswain in Diane Hanafin, there being no restriction at that time on females steering male crews or vice versa. There were 31 crews in that event and

the Club lost a good future prospect for high honours when they had to go their various ways immediately afterwards. The Novice eight came within a length of providing the Club with its first win in this event. B. Lloyd, J. Powers, J. Armstrong, R. Dickson, M. and P. Sole, M. DeKort, G. Robinson and S. Barry cox were robbed by Auckland right on the post, twenty others having been disposed of on the way.

There were over 50 active members to choose from in **1976/7**, the best turn out for many years. At **Horowhenua** the two Senior fours could not get beyond the semi-finals but, as an eight, won third place from ten starters. Once again we see the names of the Routledge brothers, Bruce and Neil Allen, Rowe, C. Thorsen, S. Currie, D. Manning. The same crew also reached the final of the Champion eight, the last from the Club to do so to date, finishing a creditable fifth. C. Mayhew and C. Duncan gave notice of a promising future taking fifth place in the Intermediate coxed pair.

It was their turn again at **Karapiro in 1978**. Now in Senior class they took the pair up to second place, losing to TeAwamutu by one length. Peter Gamble was in the coxswains seat. It was small boat day because J. Corbett and M. Stokes came out in the Novice coxed pair, and although several lengths behind Waikato and Mercer, had the satisfaction of a 'bronze' from 28 starters. To top this off, Thorsen and Manning got a 'silver' in the Senior coxless pair, only half a length down on Timaru, whose Les O'Connell won his red-coat the next year in the Avon eight and eventually a series of medals in international events. In the same event Duncan and Mayhew also made the final as the Club's No. 3 entry, finishing fifth. For the record, when Star had to withdraw from the final of the Senior eight, the Club's entry was the 'best of the rest' and took their place in the final but were unable to make any impression on the other five. They were; Thorsen, Manning, R. Brough, C. Hannah, J. Sheehan, R. Austin, Duncan and Mayhew.

At one stage in the **1978/9** season there were 60 rowers on the books. A Novice eight rowed throughout the season, winning the newly created South Island Championship and reaching the final of the Championship regatta at **Waihola** — K. Davidson, M. Doherty, A. Finn, M. Simmons, P. Austin, G. Wicht, A. Burgess and G. Sibley. This was the first season that the Club boated women's crews seriously and at Waihola people were starting to take notice of the Club's Womens and Lightweight crews. The women took third place in the Intermediate four — Jacqui Duncan, Margaret-Anne Withers, Penny Thomson and J. Varga, and fifth place in the Novice four — Thomson again, with J. Melhuish, A. Marinovic, and M. Treffers. Finally the Intermediate eight, made up of these seven and K. Boyle also took third place. Peter Gamble coxed as men were still allowed and there had not been time to train up a female cox. This was the fourth year that the Lightweight coxless four had been a Championship event, and it had been won each time by the same Aramoho crew, but R. Murphy, D. Robertson, G. Robinson and A. Coull rowed the race of their lives holding the Champions all the way up the course for a great second place.

Horowhenua 1980 saw the Club's best effort since the retirement of the 'heavy-weight' men some years previously. Membership was down somewhat but more dedicated and enthusiastic, with the result that there were two winners and four other finalists, although a Championship title was still awaited. Murphy's lightweight crew from 1979 won the Intermediate lightweight title, an event that had just been included, and then had a go at the Champion lightweight four, finishing fifth out of



The first win by the women at a N.Z. Championship regatta. The 1980 Intermediate eight.

11 starters. Duncan, Thomson, Varga and D. Neale managed fourth place in the womens Intermediate four, but had earlier won the Intermediate eight with J. Melhuish, V. Brownlee, J. Duff and A. Hamilton. The Lightweight four then made up an eight with S. O'Neill, M. Walsh, J. Corbett and C. Duncan with S. McKenna cox and again were the first South Island crew, finishing fourth. Finally the mens Novice eight produced the other finalists, finishing fourth also – S. Robinson, A. Mackey, W. Haynes, P. TeHau, D. Muir, S. O'Neill, R. Gardner and S. McGirr with D. Cridland cox. On the local scene this eight won the handicap section of the Estuary eights while the lightweights were only three seconds behind Avon premiers for fastest time.

The effort was consolidated in **1981 at Karapiro** with the women taking second place to Te Awamutu in the Premier eight – Duncan, Thomson, Varga, Barnett (Withers) M. Kilbride, M. McCoy, Hamilton, K. Wyatt and M. Fitzgerald coxing. Also gaining a second was the Mens Novice Four of Andrew Thorpe (subsequently selected for the N.Z. Colts). M. Fraser, P. Wilks, R. Telfer and C. McCormack cox, four seconds behind Tauranga from a field of 49. Five other crews succeeded in reaching the final, including both Womens Premier fours – 4th and 5th – Mens Premier lightweight four 6th. The others were Womens Premier single and pair, which however scratched from those finals to concentrate on the eight.

1982. The Club's first ever Womens Premier Championship title, in fact the first Premier title of any sort for 70 years, sets this season out as a very special one. The six crews lining up for the final this year were Aramoho, Auckland Univer-

sity, Canterbury, Hamilton, Invercargill and Te Awamutu. Wellington, the other entry had been eliminated in the heats. Canterbury, Te Awamutu and University in particular kept the crowd at boiling point right up the course, admittedly only 1000m. then, finishing a few feet apart in that order. But the Club's jubilation was short lived as the umpires red flag went up indicating a protest. University alleged that Te Awamutu had crowded them over the last few hundred metres which certainly appeared to be the case but Te Awamutu countered by claiming that they had no option because Canterbury had pushed them across. The umpire ordered a re-row, which could not take place until half an hour after the mens eights had finished. This normally heralds the instant dispersal of the crowd to the refreshment tent or their cars but on this occasion most of the spectators paid the women the compliment of waiting around, or at least coming out of the tent again, to watch nail-biting re-enactment which, happily for the Club, saw the same result – Canterbury 3-25.61, Te Awamutu 3-26.56, Auckland U. 3-28.55. Toasted in bubbly shortly afterwards were Jacqui Duncan, Marie Kilbride, Julie Saul, Marie McCoy, Tracy Burns, Charlotte Cox, Kath Wyatt, Penny Thomson, cox Michelle Fitzgerald and coach Duncan Holland.

Eight other crews reached the finals. First up was the Junior four from B.H.S. – W. Ross, R. Rabe, G. Hooper, G. Wright and cox A. Judson – sixth out of nineteen. The Intermediate lightweight four – Duncan, Fraser, Wilks, Hobbs, disappointed a little by allowing Port Chalmers United to beat them into second place by 2 seconds; the womens Premier four (Duncan, Kilbride, McCoy, J. Saul with R. Graham cox) came in third; the Premier lightweight four came up to second behind North Shore from sixth the previous year. Thorpe and Fraser, this time Intermediates, made fourth place in the coxed pair. Thomson and T. Burns reched the semi-final of the womens Champion pair as did J. Saul in the single but, as in the previous year, both crews scratched to concentrate on the eight, and this time the sacrifice paid off. Before that came the Champion lightweight eight. Mackey, Robinson, D. Buckeridge, and R. Steele joined the other four and took the 'bronze', Hawkes Bay having its fifth successive win.

Horowhenua 1983 really provided a near miss when the title-holding womens Champion eight had to bow to Cambridge by 1.19 secs. This was the so called Cambridge United Nations crew, which included two leading West German rowers a Canadian and an Australian as well as N.Z. Champion scullers Foster and Michels. The Cambridge four had beaten Te Awamutu and C.R.C. No. 1 in that event, but in the eight the Club lead by nearly a metre all the way, until the last few strokes. This crew's name deserves to be recorded for an outstandingly proud effort. Duncan, Thomson, Saul, McCoy, Kilbride and Wyatt were joined by K. Surgenor and C. Cox with Graham in the coxswain's seat.

Twenty-two rowers went to these Championships and provided eleven finalists from the thirteen crews entered. No individual finished without a placing of third or better, a particularly good performance reflecting the dedication with which rowers and coaches approached their tasks, proving, if proof were needed, that hard solid training pays off with results.

One such result was the Club's first ever lightweight Championship, won by the coxless four Duncan, Faser, G. Hardwicke and C. Hobbs, who turned the tables on North Shore this time.



*1983 Champion Lightweight Four
L to R. Duncan, Fraser, Hobbs, Hardwicke*



1984 Champion Lightweight Eight
L. to R. Front – Skelton, Duncan, McGregor, M. Buckeridge
Back – Hardwicke, Murphy, J. Prebble (Cox), Fraser, Hobbs



1984 Champion eight L. to R. Front — Duncan, Wyatt, Kilbride, L. Prebble (cox).
Back — Surgenor, Thomson, McCoy, Butler, Baker.

Seconds at this regatta were also recorded by the womens Novice four — D. Murray, H. Butler, M. Cameron and H. Dunford — the womens Novice double of M. Bednarek and J. Archdale and the mens Intermediate lightweight four (Wilks, Robinson, Steel, Buckeridge), who also rowed very well into fourth place in the Premier event. Thirds were recorded by the Premier lightweight eight (again) and the No. 1 womens Premier four, while the No. 2 crew finished sixth. Duncan and Fraser also finished sixth in the mens Champion coxless pair. The women also reached the finals of the Champion pair, double and single but scratched from these for the sake of the eight.

And so the white singlets were well to the fore in a great build-up towards the 125th Anniversay.

A record three Championships and two other wins at **Karapiro in 1984** as well as four near misses, kept up the momentum. On Friday the womens Intermediate four came out in the first final of the day, Bednarek, Butler, Cameron and A. Hatch with Fitzgerald coxing, set the scene with a good second behind a particularly well-drilled Nelson crew. They also started in the Senior class later but found that too tough. The last race that day was the womens Novice eight, who kept up the pattern with another second place. They were P. Meachen, I. Beijen, H. and D. Pepperall, S. Weston, J. Manson, K. Norton, S. Bednarek and A. Beijen cox. Earlier in the day the two lightweight fours had contested the mens (heavyweight) Intermediate coxed and Senior coxless fours but without success. On Saturday the first final was the womens Intermediate eight who showed the way with a seven second win. The second placed four had been joined by P. Baker, and the three novices, Beijen and the Pepperells. The two womens Premier pairs then took the water, the No. 2 crew of McCoy and Surgenor winning in fine style, but Te Awamutu pushing the No. 1 crew, Duncan and Thomson, into third place. It was remarked that one seldom saw two crews from the same club taking two medals in a Championship event. The next win was in the mens Intermediate lightweight four, N. Cummins, A. Skelton, D. McGregor and M. Buckeridge with J. Prebble coxing, showed the way to twenty-five other original starters. Then, 1½ hours later the latter three became Premiers when they joined Duncan, Fraser, Hobbs, Hardwicke and Murphy to put paid to North Shore's chances of two in a row in the Champion lightweight eight. Half an hour later the womens Premier eight (Duncan, Thomson, Surgenor, McCoy, Baker, Butler, Wyatt, Kelbride and L. Prebble cox) had their sweet revenge on Cambridge who, in fact, without their overseas stars, were also beaten by Te Awamutu, winners in 1979, 80 and 81.

The very next race brought the womens No. 1 Novice four (the stern four of the eight) looking for another win, but they had to bow to another well prepared Nelson crew. At the end of the day the Club had earned 35 points for the Centennial Oar, by far the best performance since it was presented to the N.Z.A.R.A. in 1962. The Club's performance in eights was also instrumental in raising the Canterbury R.A. into second position for the Hallyburton Rose Bowl, for the first time.

In **1985 at Lake Ruataniwha** members kept up the good work of the previous year which had put the Club back among the top group, by securing four wins and two seconds, with four other crews reaching their finals. The win of the mens Intermediate four is particularly remembered as the first mens 'heavyweight' success since Hunter and Smith won the Intermediate double in 1963. By a co-incidence the crew was coached by Eddie Martin who, with three others, had won this event in

1958, the most recent win in a four at a Championship regatta. This 1985 regatta was the first Championship to be held on this course and the Club made full use of the closest course to home, sending a team of 49 rowers and 7 coxswains, probably the largest team in the history of the Club. Every rower reached at least a semi-final and special mention should be made of the mens Novice eight which had only been together for a few weeks but missed making the final by a fraction of a second. (M. Conibear, T. Armstrong, D. Meachen, R. Davidson, R. Delilkhan, P. Russell, A. Hales, S. Hansen and C. Ling cox.)

Once again the finals were rowed over two days and this time the womens Novice eight was first up, for a fourth place. (H. Cousins, L. Buchan, C. Joyner, C. Sparrow, L. Jarmy, S. Hay, J. Tatham, S. Parker and A. Hopkinson cox). The womens Intermediate single had 19 entries. Marie McCoy sculled into third place while the No. 2, Ann Hatch, came a very creditable sixth. The next event was the womens Champion four, once again taken by Cambridge (Foster, Clarke, Horan, James) with C.R.C. No. 1 second (Duncan, H. and D. Pepperell, Baker) and the No. 2 crew fourth (S. Price, Kilbride, Meachen, Butler.)

Neither of the mens Novice fours could make it from a field of 41 but immediately after that disappointment, Duncan, Hardwicke, Skelton and Murphy sewed up the Champion lightweight four, beating Wairau for the first time that season, just when it mattered, and by a good margin of 6 seconds. The holders, North Shore could only make fourth place. Nelson took the womens Senior four, leaving Hatch, Weston, Dunford and Meachen twenty seconds behind, in fourth place but still worthy finalists from the original 14. Then came the second, and somewhat unexpected, win in the womens Champion pair. Undoubtedly Foster and Clarke of Cambridge, who were to win the bronze medal in the doubles at the 1986 World Championships, would have been the favourites. Although Marie McCoy had won the event the previous year with K. Surgenor, she had with her this time Helen Pepperell only in her second year of rowing, but they held their form, worried Cambridge (and the Club supporters) all the way, and beat them by a foot in the final sprint which caused the judge to call for a replay of the video record of the finish.

The womens Novice four – D. Butler, K. Rickerby, H. Minhinnick, K. Wylie, and A. Hopkinson cox – did not see that finish as they were at the start for their own final. This time the video record had to be consulted again to pick the winner, which was Cure by one tenth second, the third year running that the Club had to be the bridesmaid as it were. This was an eight-boat final and the No. 2 crew filled the last place in it from 19 entries, a considerable effort from the other half of the eight.

Then came the thrill of the day when D. Buckeridge, I. Jones, D. Harpham and B. Sturgeon pulled off the **mens Intermediate four**. In addition to the co-incidence mentioned above, three fathers, Barrie Jones, John Buckeridge and Percy Harpham were contemporary active members having joined the Club in 1952, 1949 and 1952 respectively, while Wellington's crew included A. McCalman (Evan McCalman 1947) and in the Timaru crew was D. Ayers (Ian Ayers 1954).

There were 10 starters in the womens Intermediate eight on the second finals day. The No. 1 crew – Weston, Dunford, Minhinnick, Norton, D. Butler, Rickerby, Manson, Wylie and A. Beijen cox – were third while the No 2 crew (the Novices) filled the eighth place. Such was the standard being achieved that the stern half of that



*Womens Champion pair 1985
M. McCoy, H. Pepperell*

1985 Mens Intermediate Four



L. to R. C. Ling (cox), Sturgeon, Harpham, Jones, Buckeridge.

eight, coming sixth in the Intermediate four from 24 entries. were a disappointment. The Club had not entered the womens Champion quad, although there had been some talk of it, but were pleased to see ex-member Kay Surgenor, in the Wairau crew, win the title.

After their win in the lightweight four Duncan, Hardwicke, Hobbs, Cummins, McGregor, Murphy, Skelton and Buckeridge were keen to take the double with the Champion lightweight eight, particularly as previous winners, North Shore, Aramoho and Hawkes Bay were not entered but it was not to be. This time it was Wairau who pushed them into second place in a desperate finish with only a few seconds covering the whole field. The Intermediates then came out and did very well to take sixth place in the eight boat final of the Senior coxless four. One of their competitors was Petone whose crew included J. McKeefry who was later selected for the Colts. (Father J.M. 1948, uncles P.R. 1950 and C.B. 1959).

Then it was the Club's turn to defend the womens Champion eights title, with four changes in the crew. This was a straight final against previous winners, Te Awamutu and Auckland University, Wellington and the Club's No. 2 crew (the Intermediates). Duncan, D. and H. Pepperell, McCoy, Price, Baker, Butler, Kilbride and Graham cox, won without too much trouble but it was something of a surprise when the No. 2 crew finished nearly twenty seconds ahead of Wellington.

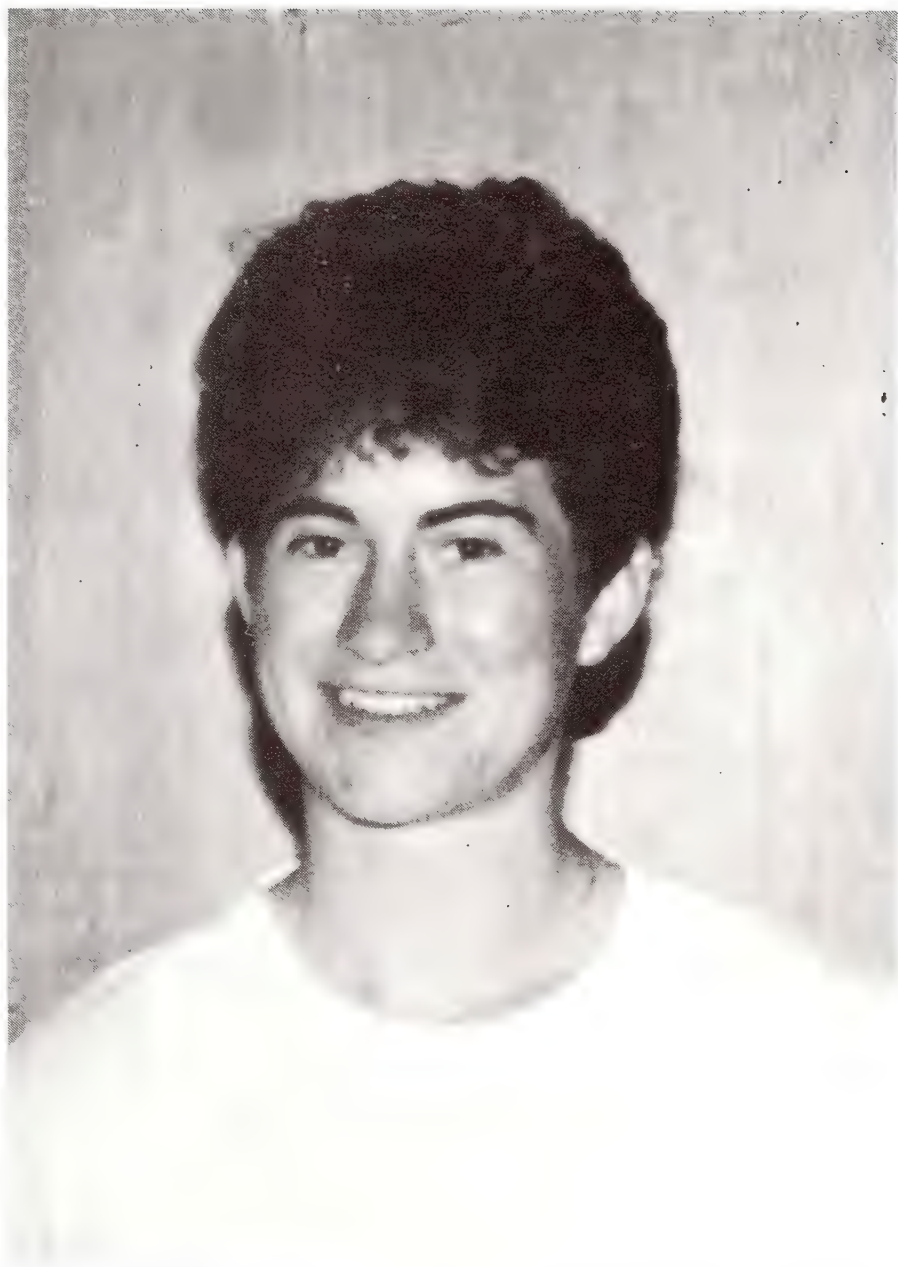
That completed a very satisfactory day for the Club and another good performance



1985 Champion Eight.

L. to R. Front – Duncan, Price, Kilbride, Baker.

Back – Butler, H. Pepperell, McCoy, D. Pepperell. Cox: Robyn Graham



PHILIPPA BAKER

1986 Womens Champion Lightweight Singles Commonwealth Games Silver Medal.

for the Centennial oar. Halfway through Sunday the eventual winners, Waikato, were only six points ahead, but they collected 10 points on the last two events, while both Wairau and North End scored well. A very good day for South Island clubs.

And so to the last Championship regatta which can be reviewed at this time. **Karapiro 1986.** After the good showing in recent years, some felt that the Club, with only one win on this occasion, had not done so well, but the truth is better than that and deserves to be recorded in detail. The Club was again third in the Centennial Oar competition. Further Philippa Baker took the womens Premier lightweight singles title in the first year the event had been included at a Championship regatta, and in her first year as a serious sculler, in a time of 7 min. 58 sec, which was faster than the Australian World Champion, Adair Ferguson, had done at Hazewinkel in 1985. The Club also captured fourth and fifth places, with Kilbride and Butler, making three finalists in the event. Then Baker suprised everyone, including, it would seem, the international Stephanie Foster, who only beat her by 3 secs. in the Champion single, pushing the other international, Robyn Clarke, into third place and improving her time to 7 mins. 40.7 secs. Later Baker was selected (without further trial) for the Commonwealth Games and World Cahmpionship and, as is now well-known, won the silver medal at the former contest and was desperately unlucky not to take the bronze medal at the latter.

Then Duncan, D. and H. Pepperell and L. Ross continued the quest for the womens Champion four title but only to take second place again, this time to the combined strength of Wanganui and Aramoho who had recently amalgamated. But at least they had the satisfaction of disposing of their old rivals, Cambridge and Te Awamutu. Ex-member Penny Thomson, now resident in Wellington, was in the Porirua crew which came third.

Duncan, Hardwicke, Buckeridge and McGregor defended the Champion lightweight four title with two changes. Murphy had been transferred away temporarily and Skelton had shifted allegiance to Avon. With his help the Avon crew proved too tough as also were Waikato, who were making their first appearance in the lightweight class. Meanwhile the womens Intermediate four – Butler, Hay, Manson, Norton – was another finalist, finishing fourth. Then it was the womens turn to defend their Champion pair title. With McCoy having retired, changes had to be made. The No. 1 crew of Baker and Ross could not match Hamilton but beat Cambridge for second place, while the No. 2 crew (D. Pepperell and Duncan) rowed into fifth place.

The women were first out on the second day for the Senior four final and got another fourth place – C. Taylor, C. Bridger, M. Bednarek, S. Weston. Then came the second new event, the womens Lightweight four which turned out to be another second for Duncan, this time with Butler, Baker and Kilbride.

Next on the card was the womens Champion single which has already been referred to but probably the greatest disappointment was that the mens Premier lightweight eight failed to reach the final for the first time in six years. However besides Murphy being away, Hobbs and Fraser had also gone, so, with the defection of Skelton, it was a new look eight. No doubt the writing was on the wall when the Intermediate lightweight four, who made up the eight, had also missed out in their final.

The fourth second placing came to D. Pauli in the womens Intermediate single, and the next, perhaps a little unexpectedly, to Duncan and Hardwicke in another new Championship event, the mens Lightweight coxless pair, having prevailed on all 23 crews except Waikato.

It had been hoped that the 1985 'champion' Intermediate four would progress further this year but one forced change in the crew through transfer did not help, so Harpham and the new man Andrew Blake missed out although Jones and Buckeridge got something of a consolation by coming fourth in the Senior coxless pair from 23 entries. Finally it was the turn of the womens Premier eight who, with two changes, found it too hard to defend against a Harry Mahon trained Hamilton crew to the extent of 2 secs.

So, only one win this season, but seven seconds and one third added up to 27 points in the Oar competition and, with three fourths and fifth made a very good base for the 1987 Championships at Ruataniwha in the Club's 125th Anniversary year.

While one must expect the peaks and valleys that have been apparent in this narrative to occur again, it seems that the almost disastrous falling off in support that occurred after the Centennial is not likely to be repeated after this Anniversary.

THE CLUB'S COACHES



J. R. Fuller

The importance of coaching for rowing cannot be stressed enough. The action of wielding an oar efficiently does not come naturally to a majority of people as, say, running does. Even if a novice coach is not very expert his crews will benefit if only in discipline and the knowledge that somebody cares about them. If he can learn from his mistakes and take advice from others

his crews will soon be getting their bows in front. But it is not an easy job, even today with the assistance of power boats almost as much time must be spent "down at the club" as his crews and, most likely he will be needed just when his family and/or business commitments make it even harder to find the time although the inclination is always there and the temptation hard to resist.

The Club was fortunate in the formative years that the low banks of the Avon made a coach's task less onerous than in some other areas. Among the earliest were Archdeacon Harper, J. H. Herdson, and G. L. Mellish who was also to become involved with Boys High. These men assisted in the preparation of crews that won the inter-provincial fours in the seventies.

The coach of the Club's Champion four 1887/88 was F. E. Cobby, an ex-Oxonian, who, mounted on a pony would follow the crew. "Whoa" and the horse would nibble grass while Cobby made his points: "Gee-up" and off they would go again. Standards were maintained by Tom Maude until J. Fuller came on the scene in 1897 and built up to and coached the second Champion four in 1901. In that crew was H. S. Ayers, who, it must be agreed became the most successful of all the Club's coaches, a task upon which he first started in 1905 along with Fuller. Both their names appear in the Club records until 1921 when the latter retired. In the meantime novice and intermediate crews were being assisted by F. W. Dunnage and Mr. Hesse "of Lincoln College." This is the wording the Annual Report but the name does not appear on the College records of staff or students, so he remains a mystery.

In 1923 Bert Ayers was recognised as the up-and-coming coach when he was appointed to coach the Canterbury Inter-Provincial four who were all from the Avon club and in 1925 came his first appointment to a N.Z. team, that which went to Australia, winning both eights and fours. History has a way of repeating itself. F. H. Brown, who was a member of that team, coached alongside Bert until 1937 when he took over as leading Club coach although he did not succeed in getting a national crew. Meantime Ayers was again chosen to coach the crew for the 1928 Olympics and for the 1930 British Empire Games.

Assisting Brown at various times were A. R. Douglas, W. J. Brown, D. St. C. Gunn, A. E. G. Rogers and W. O. Poulton and a Mr. Spurdle. He apparently was only at the Club for a short time, and was thanked for his assistance, in the Annual Report for 1931/32, and it is assumed that he was F. M. Spurdle a well-known coach from Star and a journalist who had rowing articles published in the "Christchurch Sun" about that time. Archie Douglas coached eights from the University for several years when

the contest for the Hebblerley sheild first started as well as Club crews composed mostly of University oarsmen.

Fred Brown was still advising, if not actively coaching up until 1956 and had an influence on A. E. G. Rogers and W. O. Poulton who assisted before the war, as well as Don Gunn who had taken over the University crews from Douglas with considerable success.

After the war and through the fifties several men no longer rowing competitively, and others wishing to re-vitalise the Club included Val Hewer, who took a special interest in Boys High, S. P. Godfrey, S. W. Cox, R. J. Hampton, M. T. Hunter, J. B. Taylor, W. M. Stewart, C. H. Clemens (another University mentor), F. J. Cullen and R. D. Beckwith. Also taking a hand were F. Harland, R. F. Moginie, E. R. McCalman and J. Buckeridge, A. H. Gould and C. L. Bell.

Some of these men made no great claims to being leading exponents of the art of coaching but in terms of the first paragraph of this section, their contribution to the well-being of the Club was immeasurable. Bob Hampton later was given the task of coaching Inter-provincial crews; Max Hunter was prominent with University and, St. Andrews crews while Evan McCalman really put Boys High rowing back on its feet until J. McBride and T. B. LeBas took over in the sixties.

As will have been seen, the next few years were some of the most difficult in the history of the Club but assistance came from young members like C. J. Sewell, E. G. Hill, B. E. Neill, P. McKedfry, R. G. Smith and P. B. O'Brien as well as 'old timers' D. C. M. Reid originally from Akaroa and D. Bedford from Union.

Trevor LeBas has continued to coach Boys High (and wherever possible Club crews also) right up to the present, through bad times and good, with unfailing dedication. During the seventies G. M. Paterson took over the premier eight assisted by N. McPherson, and for a season they recruited B. Fraser (Union) to overlook the scullers.

M. Giles and T. Nalder from Aranui High School assisted by J. Renaut took a hand with school and novice crews and J. Lopas was active for a few seasons with Linwood High. W. H. Barker and T. W. Just took over University crews while P. Walker assisted Barker with Club crews. Later in the decade a new generation, some of them still active rowers, were appearing, B. K. Pettigrew, R. V. Allen, J. Sheehan, P. Gamble, C. Duncan, D. MacIntosh, A. Coull, B. Rowe, M. Brownlee, P. Sutherland and D. Holland with the extra pressure on coaching services now required with the advent of women's rowing in the Club and the University. Duncan Holland had almost immediate success, building on the pioneering work of Peter Gamble and Chris Duncan with the women, when they took the Premier Womens eight title in 1982 and going on to coach the N.Z. womens four in 1982 and again in 1983.

The return to Christchurch of E. J. Martin who had successfully coached West End Championship winners up to senior status and the transfer from Blenheim of L. B. Saul added much needed experience to the coaching panel. 'Spot' Saul fitted into the Club as though he had always been there while Eddie Martin resumed club friendships made 30 years earlier and immediately made his presence felt by guiding to the national title the 1985 Intermediate four. Assisting these men at various times were B. M. Jones, C. Hobbs, B. Neill, A. Mackey, Michelle Fitzgerald, Kath (Raf) Wyatt, M. Rees and S. Page.

There is a commonly voiced complaint that there are never enough coaches; but neither are there ever enough rowers, boats, oars, or money. But when there is enough enthusiasm to overcome these other obstacles, the coaches are the key.

The fortunes of any group of athletes rise and fall over a period of 125 years. The high points of the Club can be followed from the records from which it is clear that they correspond with the periods when the coaching strength has been strongest.

When he retired, Bert Ayers was asked why he had been a rowing coach for 30 years. He replied "Why does a duck take to water?" and to question "What did you get out of it?" he pointed out that rowing not only develops the body to high degrees of fitness but it builds character, mental strength and the 'never-say-die' spirit so essential for success in life. He had helped to build those qualities in many men and at the same time developed many lasting friendships. Some young men had left such an impression that their memories would always be green. Those were some of the rewards that had come his way. "Although it is fine to be a winner it is much more important to be a good loser and I hope my crews and their opponents will always say 'Well, he could take a licking!'".

THE CLUB'S BOATS

To be successful any sports club must be provided with the necessary equipment and the Club has, generally, been well served by its administrators in setting targets and by its fund raisers in meeting challenges. Also, in times of severe financial stress, a man would come forward with sufficient knowledge and skill to effect repairs, the enthusiasm to carry a project through, and the personality to persuade, or more often, coerce, a few others into helping to keep boats, oars, and sculls going for a few more years. The only difficulty, and this is not unique in the Club, has been that 'the others' have indeed been very few.

Early Club papers record when new boats were ordered, and the type, but do not always designate the builder finally selected, nor the names they were given when they arrived. The old 'Boat Books' are a help, in which a note had to be made, under penalty for failure as described elsewhere, every time a boat was taken out, of its name, of the time of departure and return, names of crew and destination. Also, early newspaper reports, as we have seen, tended to list names of boats rather than the crews. Added to that, in many cases favourite or 'theme' names, as boats were sold or disposed of, were given to the replacement without labelling them, for example, MOA I, MOA II etc. In one case, there were four, so that a detailed history of each boat has been very difficult to put together.

Reminiscences by C. F. Turner, have already been referred to and, while researching to refresh his own memory recently, D. M. Patterson has been able to clarify and add to this record.

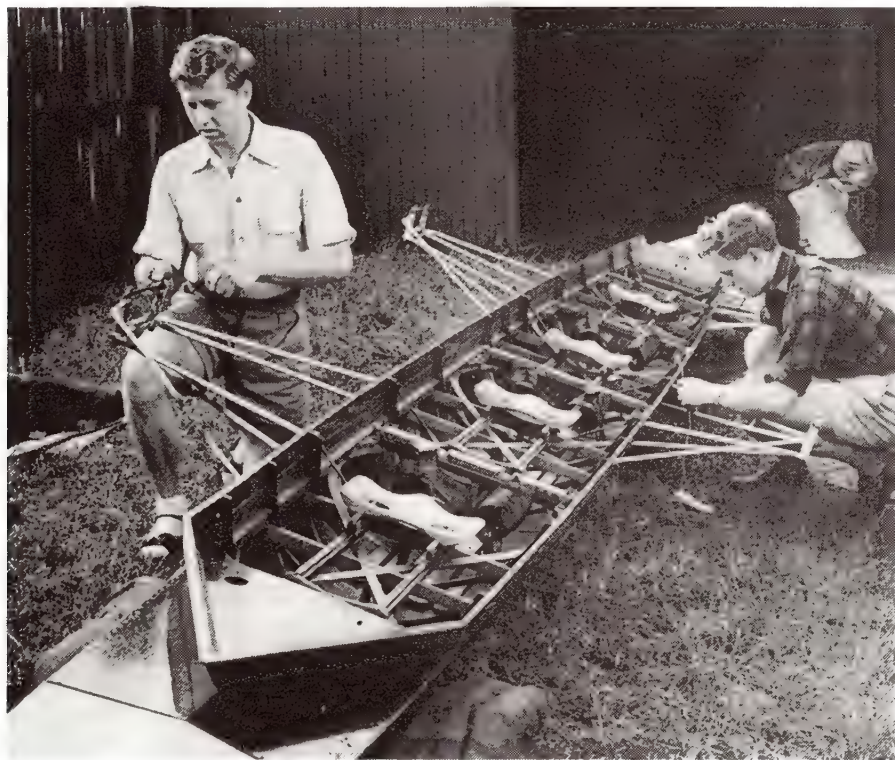
'Pat' Patterson himself did sterling work as convenor of working parties on plant maintenance from 1928 to 1932 when, as a result of the ongoing economic depression, it was quite impossible to order new plant. By his efforts, and those of the few who helped (times have not changed in this regard) several boats were kept afloat, and indeed were still winning races long after members of a later age would have discarded them. The transformation of such plant from ill-kept 'hulks' to tidy, shining, useful, even if still slightly battered, craft capable of still racing, was a major factor in keeping up morale in those difficult times.

Referring to a period in the 80's, Turner listed all the boats in the shed at that time; makers dates etc. were added by Patterson who also added information up to the late 30's. These details are available to any serious student of boating history but are treated broadly here.

As some of the terms and references to various types of boat used during the life of the Club may be obscure to many younger readers, or even unknown, a brief explanation seems warranted.

Sliding seats. Early racing boats had fixed seats or thwarts, as in small sailing boats and dinghies. It is natural for a rower to lengthen the stroke by sliding himself back and forth over a fixed seat. Soon this discomfort was eased by a true sliding seat. This was a shaped wooden pad, much as used today but less sophisticated, mounted on two runners which slid in wooden troughs partly filled with grease,

allowing a movement of from 15 to 25 cms. Messy but quite effective. These were followed by seats mounted on fixed axles and various designs of rails and wheels giving effective travel of about 35 cms. This was increased by allowing the axles to roll also, although this led to increased maintenance problems.



Stringing Poppets

Poppets and swivels. The poppet on the out-rigger was closed with a lashing or poppet string, usually of marlin, and the oar or scull was inserted from the grip end with a slide and twist action to pass the 'button' of the oar to the inside, thus preventing it from coming out accidentally, unless the lashing broke. The oar button or 'leather' was shaped to assist this action and also assisted the turning of the oar during the stroke cycle. Following the use of open central-pivoting 'rowlocks' in dinghies, 'swivels' were introduced at an early period. They were pivoted on a pin forward of the oar and remained standard for sculling but their adoption for rowing was much more hesitant. The upper gap in the swivel was much narrower than the loom of the scull, which was put in position by dropping the neck i.e. the smallest section just above the blade, into the swivel and sliding it outwards. . . These old swivels were robust and commonly used for practice and heavy boats, but for racing craft, after about 1910, a much lighter overhung swivel with a screw-closed gate was in general use. Rowing with swivels was common in England and Europe by the turn

of the century and was adopted by some N.Z. clubs by 1914 but almost every local club had reverted to poppets by the 20's and 30's. The 1930 Commonwealth (then Empire) Games Eight rowed with poppets while most of their opponents used *s w i v e l s*.

When rowing again became active after 1945, of course, poppets were seen no more.

Clinkers. This is the construction of a boat's skin in overlapping planks or strakes clinched or riveted along each overlap. This has traditionally been used for all small craft, sailing boats, yachts, dinghies. In racing craft it gave a rigid long hull, the laps and keel giving a little resistance to rolling. A much more effective shape was possible, with the flared bow, for negotiating rough water. The lightest clinkers were certainly heavy compared with today's boats, but they were not nearly as inferior as might be thought specially in rough harbour waters, which were the norm in the very early days, or in turning around buoys as had to be done at Lyttelton, for instance.

*Christ Church
Canterbury
New Zealand*

The Members of Canterbury Boat Club
To John & Stephen Salter.
Boat Builders, Oxford.

1876

Sep. 20 To a new Pair-oared Outrigged Gig, 22ft. long, built
of best White Deal and Mahogany to order, fittings complete
packed in Case and delivered to Docks in London as agreed } 25 0 0
Extra viz. 4hrs. oars at 2/- = £8.4. 6; 13hrs. sculls at 1/- = £9.2.0 17 6 6
ditto 1 Boathook 1/2 3d.oz. rowing mals £3.0.0; 2 doz. iron thwarts filed 6/- 6 2 6
" 3 doz. Copper headplates 4/- deal for lining rails 1/- 1 4 9
£50.3.9
(Allowed off to make even money) 9 9
net £50.0.0

Stumps. These were also known as gigs and latterly as 'tubs'. They were a versatile boat of English design, similar to a Thames wherry. They were about 6m. long and 1m. beam with short out-riggers, with two thwarts and a coxswain or passenger seat in the stern, with a back rest and railing. Similar boats were used by the commercial boatmen at the Montreal and Antigua St. sheds and by Rees for the hire business he ran from near the old Clubhouse. The recommended maximum load was five. Before 1880 they were used for pair oar and double scull racing as well as training and for small pleasure parties. Over the later years the newer, or less delapidated, were used for novice coaching and the annual Trial Pairs contest. In 1899 there were certainly 12 of these stumps in service, most of them from Salter, with bird names e.g. SWAN, CYGNET, MOA, TUI, KAKA, WEKA or British rivers — DON and DEE. Later excellent boats of this type were obtained from Rees and given a variety of names — RIPPLE, CAM, and another MOA.

In his notes, Turner says "The stumps were always in use for practice, racing and

picnic parties. Most useful and serviceable they were. They were strong and lasted for years. Many a fine oarsman did his first row on the river in one of them and many fine races resulted. They were particularly useful at regattas such as Lyttelton on New Year's Day or at Akaroa on Anniversary Day as neither of these included races for fours for many years". Several of these stumps were still in the shed in 1932 when CAM, RIPPLE, TAY, HUIA, and WEKA were all overhauled, stripped and re-varnished. The HUIA in particular came up looking very elegant and brand-new with the builders plate still in place with the date 1887. At times experiments were made fitting slides to some of these boats, for coaching purposes, but evidently without success as there was no sign of such at that time.

In-rigged fours. Developed from the traditional five oared 'whale boats' for which there were races at the very early ragattas around the country's ports, locally made practice, and later, racing fours would have the oars pivoted between thole pins in the gunwhales with the oarsmen seated towards the other side of the boat in order to gain maximum leverage. Thole pins later became built-in poppets and these were adapted, in time, to fit on out-riggers. The first in-rigged boat was the ILYSSUS, probably built locally about 1864. It was sold in 1877, and although by then largely out of fashion it is noticeable, reading the Club records, that there seemed to be no lack of other clubs to buy a boat no longer wanted by another. A new four was recieved from Reynolds, Sydney in 1869 named KIWI, sold in 1883 and the last of this type appears to have been the RIPPLE recieved from Salter in 1878 and sold ten year later.

Out-rigged fours. As faster, narrower and lighter boats were designed, the necessary distance between the points of grip and pivot of the oar was maintained by out-riggers, which, for many years were kept as short as possible, so that the 'staggered seating' arrangement was retained, but as time passed the riggers became longer and the centre seating appeared, as used today.

In 1865 the Club President, Harman, imported a fixed seat out-rigged clinker four from Salters of Oxford and presented it to the Club, who gave him complimentary dinner in return. It was said to be a hard boat to manage and is on record as having capsized on its first trip down river before it got to Cowlshaw's. It may have been because it was the first out-rigged four in the Colony, as it then was, but more likely that nobody appreciated before going out that the poppets had to be strung. The ISIS, as it had been named, had a long and honourable career as a racer and, in 1886, was fitted with slides and used for practice work for another decade when it was handed over to the Wellington boat-builder, George Norton, who had a workshop at one end of the Star shed. Another well known name was the THAMESIS, of which there were three. This one was an 1870 Salter fitted with slides in 1880 and sold to Cure three years later.

ILYSSUS II, out-rigged four was a racing clinker built by Salter, in whom the Club clearly had the greatest faith, dating from 1877. These two were the last clinkers to be accepted as top class racing boats.

Best & Best boats. Originally this term seems to have sprung from wager matches - - "Your best against our best" but was soon used as a designation for high grade racing boats with smooth skin, usually cedar, similar to the sliced material used for veneer, in fact they were sometimes referred to as veneer boats or carvels, as

distinct from clinker. The TEES was the first Club boat of this type, purchased from Swaddle and Winship, Newcastle, in 1883. Turner — "The TEES was a fine boat, much faster and lighter than the old ILYSSUS which had done faithful service. Many great races were rowed in the TEES. In the 1888 season the Club's Senior four (Premier today) went to Sydney competing against the finest crews in Australia and achieving second place. It had been expected that a new four ordered from Clasper would arrive in time for them to take to Sydney, but unfortunately not, and the TEES was taken." It seems that the TEES did well with a lightweight crew, but was not so suitable for a heavy crew, whereas the Clasper boat, later named LEDA, had it arrived in time "would have meant victory for the Club in this great race on the Paramata river.

But the LEDA was destined to carry crews which brought great honour and victory in many regattas and some of the best oarsmen in the history of the Club rowed in this fine boat."

In 1893 another B. & B. four arrived from Clasper, the LEA, and the TEES was sold the following year. However the LEA was apparently not popular and was also sold, in 1891 to Avon. Next came ILYSSUS III from Norton in 1899 and, in 1908, THAMESIS III from Edwards, Melbourne, and this was the successful boat sold to Otago in 1926. (see page 156). This was made possible by the acquisition in 1923 of the LEADER from George Towns, Sydney. This name was probably a mis-spelling of the classical LEDA. The LEADER was not very successful and was on a high rack in the old shed for many years under a canvas which had been bought for the THAMESIS and was so marked. It was still there when the move came to Kerrs Reach.

Racing pairs and convertibles. For its early pair oar races the Club used the lightest and best of its general purpose stumps but the first of the true racing craft was the CAM, built by Harrison of Lyttelton, whose boats had done so well in the 'great inter-colonial race, and delivered in 1870. There was also a pair named AVON in use around that time but no details have been found. But the first true racing pair in the Club was the IRIS landed in 1881 from Swaddle and Winship, Newcastle, England. This was almost certainly B & B. It must still have been in good shape 14 years later as it was sold to Norton, having been replaced in 1890 by the CAM II a B. & B. convertible from Clasper. Next came ISIS II a similar type from Norton, sold to Sumner-Redcliffs in 1911, and in turn replaced by ISIS III from Towns, Sydney. This was still the top convertible in the shed in the 30's.

Practice Fours. In the earliest years there would have been no difference between the practice and racing fours except that the latter would have been the newest so, in that respect, usage has come full circle, assisted by the alteration of NZARA rules from time to time. Between 1865 and 1890 however, several boats were procured expressly for practice. First was the KIWI I already referred to, followed by TYNE I bought from Lyttelton R.C. in 1874 and sold two years later when TYNE II arrived from Salter and was joined by a sister boat from Salter but purchased from Telegraph Club and eventually sold to Timaru. Many older and middle aged members will remember the MATIPO and NGAIO, sisters built by Rees in 1897. They were heavy, open ended, staggered-seated fours which carried the greater load of training and Club races for fifty years, and were not discarded until the early 50's. it was the con-

tinued use of these boats, which required a long, slowish stroke to move them best, which perpetuated the style of rowing which had gained such success for the Club up until the first World War, known, in fact, as the 'Canterbury style'. For the next 20 years, other clubs were quicker to meet the requirements of changing boat designs and more modern methods with the result that the Club had no successful Premier crews. (It was not all the fault of the Billiard Table). In 1929 Fred Brown seriously pressed for a special effort to raise funds to replace these boats with more up-to-date examples of the art, but received little support as priority had already been set for new racing boats.

Practice Pairs. In the early yers all practice work in pairs or as double sculls was done in the stumps but in 1881, with the advent of true racing boats, it was decided that more suitable boats were necessary. The KOREKE and KOTARE, sisters, were built by Rees in 1882, Originally fitted as pairs, they were later usually rigged as poppet doubles. Although they received little serious use after 1914, they were retained as pleasure boats until 50 years old in 1932.

Single Scullers. Turner — "There were three whiffs, later known as skiffs, EXE (1877), WYE (1877) and DART (1875) all Salter built,". These were open clinker boats about 6m. long. Dart had a fixed seat but the two later ones had the real sliding seats i.e. greased runners. "These were very pleasant to scull in and the writer often took the DART down to Sumner and back on holidays. Once on a very fine day the veteran J. O. Jones took the DART across the bar and into the open sea." DART was sold to Rees in 1904 and the other two must also have ended up in his hire shed as Patterson actually hired one in 1927. "The wager boat SYLPH, which had been imported from Salter was never used for racing, and seldom at all, as nobody could sit her." This was almost certainly a top class B. & B. single and had been purchased with money raised by special subscription, presumably by members whose prowess did not match their pockets and were completely unused to a boat of this class. There seems to be no record of what became of it. In the early 20's two 'Association' maiden clinker singles were ordered from Norton but had to be cancelled for lack of finance. They would have been a great asset to the Club and would certainly have led to more interest being taken in this branch of the sport. In the early 30's there were three privately owned singles in the shed one owned by Jim McGiffin, one jointly by Patterson and McCombs. Both these were built by their owners, the former sheathed with aluminium. It is fair to say that while the owners got their moneysworth of these craft they did not pose any threat to the livelihood of the professional builders. The other was imported from Simms by Don Gunn.

Pleasure boats. In the very first years of the Club the accent would have been on recreational, rather than competitive rowing and many different boats would have been used in this way as described by Turner in the 'The Club and the Avon'. But there were several larger boats bought specifically for 'pleasure' purposes. EMU (1871) was a six-oared boat purchased from the first Avon club and given back to the second Avon club in 1883, then still known as the Trades club.

In 1873 the PHOSPHOROUS a pair oar cedar skiff was imported from Sydney. Turner knew this boat well. "PHOSPHOROUS had good lines and, with only two passengers, was an easy boat to row but, alas, the pleasure boats often had more aboard than they had been designed to carry and one remembers many hard pulls



1878

A group outside the old racing shed 1878 including H. Wansey, A. C. Saltmarsh, J. R. Evans, J. O. Jones, (Sir) Robert Lockhart, L. M. Olliver, J. J. Collins, E. M. Boulton, Collett Dobson, W. A. Day, T. R. Dunsford, W. H. Dunnage, R. Palairat, A. Foster and C. Dixon (coxswain).

Note the clinker racing singles 'Dart' and 'Wye'.



A picnic party leaving the old shed in one of the pleasure boats.

back from picnics. There was a rule that no sails were to be used in Club boats, although most of the heavier boats were stepped though the bow thwart for a mast and, tell it not to Gath, but the writer enjoyed many a sail on the Estuary. One afternoon in a strong nor-easter he sailed the PHOSPHOROUS from Shag Rock up the river as far as Burwood church without even putting a scull to water." The boat could carry four comfortably in the stern with maximum seating for eight.

There were two SNOWDROPS One was bought for five pounds in 1874 and the imported from Salter the following year. SNOWDROP II was similar to PHOSPHOROUS and was sold to REES in 1919. From Rees, in 1886 came TANIWHIA, a three seated gig manned stroke and bow with oars and sculls in the middle seat, or three pairs of sculls. It was designed to carry 12 people. It was joined in 1902 by another Rees boat, a sister in fact, KIWI IV. These two boats saw much service on Opening Days and other social occasions and remained usable, for those who had the urge, right up until the late 30's. As Turner would have said, "Tell it not to Gath" but one of these boats, returning from a Goose picnic about that time, well loaded with well-loaded men and empty kegs foundered right opposite Avonside church just before 7 p.m. one Sunday, a sight not appreciated by the worshippers nor by the Managing Committee at the 'inquest'.

The burst of maintenance activity instigated by Patterson was carried on for a year or two by A. R. (Fish) Currie, another keen and loyal University member, but this was the last of any note until after the second World War, although some paid labour was used in the late 30's to keep the plant going.

There was some new plant during the pre-war period. An Association clinker four

was ordered from Norton, arriving nearly two years late, which led to a decision that Norton's ability was to be investigated. He was, in fact, an old man then and in failing health. This was the MOANA. A Norton convertible, ISIS IV, was delivered in 1930 but the Club could not pay for it. Two old members, who remained anonymous, to any still living today at any rate, advanced the quite considerable sum involved and later made it a gift. ISIS (IV) and IRIS, an earlier Norton convertible (1921), one of the finest examples of his work, were both in constant use up to 1950. They were the last boats obtained from Norton.

After World War 2, as well as these two, the DART was also reported as 'rowable' but all other plant was requiring considerable attention. In 1947/48 season the RIMU was damaged and repaired by Bob Stiles along with the WAIREWA while a new four arrived from Bottrell, Melbourne named MIRO. The WAIREWA was an Association four from Edwards, Melbourne, dating from 1907. There is no record of it having been named when received and there was certainly no name printed on it until 1923 when it was given the name TYNE (II) In 1930 when it was being rejuvenated it was renamed WAIREWA in the belief, held by several old members at the time, that it had come from the dispersal of plant when the Wairewa club disbanded. However there is no record of such a purchase although the plant was certainly inspected by Club representatives.

Over the next few years some old names were still in evidence – IRIS, ISIS, WAIREWA, RATA. The latter was still in good condition after 30 years and was shortly after sold to Wakatipu; RIMU, even older and still good enough to be bought by Cure; NGAIO and KOTARE, both 60 years old, and MATIPO (40) were finally destroyed in 1955.

Although not strictly a Club boat there was a beautifully built clinker poppet-rigged maiden-class four owned by the University club named TE WHAKA. It was built by Billy Webb's firm Webb & Green in Wanganui around 1938 and was used by the Club quite extensively until they were able to get the plywood KOWHAI and KONINI from Towns. TE WHAKA was in fact almost as fast as these and Boys High won their first race against College in her in 1952 going on to the 'near miss' at Picton referred to elsewhere.

So it is not surprising that there was now a desperate need for new plant. How it was obtained, (and led to a great revival in the Club's fortunes) was told in a local newspaper.

UNUSUAL BUSINESS METHOD SAVED ROWING CLUB

"At the start of the century the Canterbury Rowing Club was one of the most powerful in New Zealand but immediately after the Second World War only three of four oarsmen of pre-war vintage remained and the other members were University students who stayed in Christchurch and with the club, only briefly. About 1948-9 an effort was made to re-introduce rowing at Christchurch Boys High. Traditionally the club has also drawn many of its members from Christs College and soon the numerical strength of the club began to increase again.

In 1950 a group of very young members began to show such an interest in the future of the club that their enthusiasm drew back many former members, men who had been rowing 30 years earlier. But there was no money, no plant at the time

when clubs all over the country were converting from the clinker craft to the new plywood type. So this young and energetic committee drew up its plant replacement plan. They decided the club needed three boats immediately at a cost of \$1500. To place the orders in England these youths of 18 to 20 lent the money to the club free of interest. Then about 15 of them began to look for contract work. They spent their spare time in the winter and before the start of the regatta season clearing and digging sections, felling trees, stacking bags of cement in bulk stores, putting a drive into a hill section. Once they had to clean out a wine cellar, a dim and dirty building knee deep in bottles, all empty, under an ample coating of sooty dust. Just this month the members arranged a Garden Party at 'Otahuna'. At the time it was to begin it started to rain but expenses were met — the oarsmen bought the produce from the stalls themselves. Eight days ago an invoice was received from the English manufacturer of the club's new racing eight — a bill of nearly \$1000. The club's coffers were again practically empty — but yesterday a cheque was posted, another instance of members pooling their resources, with no return other than the promise of further long hours of manual labour to replace in their left pockets the money they had withdrawn from the right. The working group has never exceeded 20."



Taking boats from Lyttelton to Wellington was cheaper and easier once, provided there was plenty of manpower.

Among the old members mentioned in this report were the President (now patron) C. H. Clemens; future presidents, F. H. Brown and J. B. Taylor; S. P. Godfrey and V. D. Hewer, who led a concerted effort to keep this old plant going until money could be found to replace the most decrepit. Many of the leaders of the 'younger members' who, by their labours, inspired elders to help the Boat Fund along, are leading supporters of the Club today and their names are among those that can be seen in the active lists for the years involved.

The first boat ordered was a Simms B. & B. convertible pair/double and as the Boat Fund was not yet built up, three active members made an interest-free loan to the Club, a rather unusual step in those days but one which was later resorted to on several occasions. The TE ANUA arrived during 1952/53 together with a Towns plywood four KOWHAI and a Bottrell plywood convertible but the most notable event in the Club's history was the arrival during 1955/56 of the Club's first eight, a fine racing craft by Simms christened AOTEA which served well until the litecraft

AOTEA II arrived 17 years later. In the meantime Boys High and University had both purchased new eights which were generously lent when needed.

The season 1955/56 also saw the first boat named for a Club member, the Litecraft single A. R. DOUGLAS, his bequest. Similarly over the next few years two other singles were added to the fleet NIGEL GUTHRIE and E. F. NICOLL.

It became the fashion 20 years later to name boats for club benefactors or members who had been considered particularly generous with their funds or their time and the C.R.C. was no exception. The third eight was named C. H. CLEMENS and fours were named MAX HUNTER, ERIC BEAVEN, J. O. RENAUT and T. B. LE BAS but this, thankfully, was a short lived idea as there would never be enough new boats to so reward all members who might have deserved such recognition.

In 1955 the Simms B. & B. four, BERT AYERS arrived and in 1957 Towns Convertible HAWEA and four KONINI, both plywood.

1961 brought another NZARA resolution that there be no restrictions on the use of boats for various status classes which virtually spelled the end of clinker boats and put further strain on clubs in the provision of new plant as novices and maidens were no longer content to train in heavy boats, which, as we have seen lasted for upwards of 50 years. This left the Club without a competitive coxed pair or single and only the BERT AYERS, so the old LEADER, out of use for many years, was re-commissioned and a new four ordered from Sergeant & Burton, Sydney, WAKARERE, Litecraft pair OHAU and coxed pair PUKAKI.

There are no further mysteries or missing pieces. The first annual plant register (1972/73) lists AOTEA II (1972) Litecraft; fours WAKARERE (1964) S. & B.; KONINI (1958) Towns; KOWHAI (1953) Towns; RENAUT (1970) S. & B.; coxed pair PUKAKI (1968) Litecraft; pair/double OHAU (1966) Litecraft; TE ANAU (1953) Simms; HAWEA (1958) Towns; WANAKA (1953) Towns; Singles DOUGLAS (1956) NICOL (1958) and GUTHRIE (1968).

KONINI and KOWHAI in particular had been restored in 1969 for use mainly by Aranui High School but were disposed of in 1976 after the school had given up rowing.

The sale of boats after the World Championships in 1978 was the start of the 'plastic age' for the Club when a Casper, Canada, coxless four was purchased and named T. B. LE BAS and a Dutch Busman coxed four then named VAN DROOGE but renamed ZEELAND in 1983. In between times there had arrived the BEAVEN and the single VAL HEWER, the CLEMENS, convertables MANAPOURI AND MONOWAI and the HUNTER, all from Litecraft and the last Stiles boats purchased. The firm was being forced to offer fibreglass hulls but were not competitive with two other builders offering plastic boats. Howard Croker, Sydney, had set up a factory in Cambridge (later sold and renamed Kiwicraft) and his main competition was coming from an ex. Petone and N.Z. representative Viv. Haar.

Debate on the relative merits of the three main builders raged for 12 months as several clubs reported that they were disatisfied with Haar boats and annoyed with delivery promises which he did not seem to be able to keep. Then occurred an event which settled the matter, not to the delight of many critics, but because of harsh economic reality.

Returning from the Marlborough regattas in December 1981 the Club's truck and

trailer left the road near Waipara and capsized. The subsequent enquiry exonerated any Club members from blame and all were thankful that nobody was hurt. Not so the boats being carried. Extensive damage was suffered by the BEAVEN, HUNTER, AOTEA II, ORANGE, MANAPOURI and GUTHRIE and after consulting local builder Bob Stiles, the insurance company agreed to write these off with the exception of MONOWAI which Stiles had offered to repair. In the end the Guardian Royal Exchange accepted an offer from the Club to keep the boat as it was, together with a payment equal to Stiles' estimate of repair. Club member Duncan Holland then repaired the boat himself on a commercial basis.

One of Viv. Haar's sales pitches at the time was to offer a free pair to the first club to win a N.Z. Championship in one of his boats and this feat was achieved by the Club's womens premier eight who took the title at Waiholā in March 1982 in a Haar boat which had been lent to them by the Petone club who did not have an entry in that event. Meantime discussions had been held with the three builders in N.Z. at that time as to the extent that they could help the Club to replace the damaged or destroyed boats, within the amount of money that the Guardian Royal Exchange had agreed to pay out on the claim. As Haar was the only one who contracted to do so completely, the Managing Committee, at the first meeting after Waiholā, agreed to accept his offer.

The free pair arrived in due course and was referred to as the 'Orange' because of the colour of its skin but was later named 'Tekapo'. In fairness to those who had adversely criticised the decision, there were quite a lot of teething troubles with these boats, but, fortunately for the Club, nothing approaching the abscesses and extractions experienced by some other clubs from all accounts.

But whatever shortcomings there may have been, all who have raced in them agree that they seem to go faster than some others and suggest that the Club's performance in recent years has not suffered as a result of the decision. In fact, further orders have been placed since then and the extent of the Club's commitment to that manufacturer is shown in the latest Plant register:-

Eights	CLEMENS	1976	Litecraft	
	AOTEA III	1983	Haar	
	HUIA	1986	Haar	
	TE KAHU		Litecraft	(B.H.S.)
	CANTERBURY		S & B.	(B.H.S.)
	STRAVEN		S. & B.	(B.H.S.)
	TAKATIMU		Litecraft	(University)
Fours	WAKARERE	1964	S. & B.	
	ZEELAND	1980	Busman	
	ASPIRING	1983	Haar	
	AORANGI	1983	Haar	
	KOTUKU	1984	Haar	(bow coxed)
	LeBAS	1980	Kasper	(coxless)
	KOTARE II	1983	Haar	(coxless)
	ARAWA			(University)

	HARAKEKE	1964	Litecraft	(B.H.S.)
	POP THOMSON	1982	Haar	(B.H.S.)
Pairs	MANAPOURI II	1983	Haar	
	MAHINAPUA	1986	Haar	
	HAUROKO	1986	Haar	
	HAWEA	1986	Haar	
	PUKAKI	1968	Litecraft	(coxed)
	TEKAPO	1981	Haar	(coxed)
Doubles	OHAU	1966	Litecraft	
	MONOWAI	1975	Litecraft	
	TeANAU	1953	Sims	
Singles	ROTOITI	1981	Haar	
	ROTOROA	1983	Haar	



C. F. Caldwell, principal of B.H.S. and P.T.A. member launching the "Straven" in 1973.

One of the last tasks entrusted to V. Haar, before the firm became Carboglass Ltd. was the restoration with a fibreglass skin of the 1953 'TeAnau'. It is to the great credit of Simms that this boat is still considered worthy of the expenditure, although one suspects a certain amount of sentimental nostalgia, as the members who originally put forward the money for her purchase, are still taking an active interest in the Club.



Te Anau launching. First Crew Mike Broome and Derek Cook. Prominent onlookers include Humphrey Gould, Fred Brown, Bill Stewart, Clarrie Clemens, Val Hewer, Somer Cox. Riggers which were of steel (not stainless) were always painted in club colours.

It is not known whether the Club will continue with Carboglass, but it is pleasing to note that, along with the growth of indigenous boat-building, names with a local connotation are being used more for the Club's boats. At the same time older members may well regret the disappearance of the Classical names and those of British rivers, and will certainly wonder whether any of the present fleet of boats, pleasant as they may look with their coloured finishes, will still be listed in the Plant Register 50 years hence.

In his story of boats, C.W. Turner finished: "Boats, like men, live their lives more or less usefully or successfully, grow old, and their places are taken by others. One does not know when these boats, or men, will be sold or scrapped and when others take their places."

To that we should now add "or women".

Providing the Club keeps recording these things in its annual report however, we need not be concerned that such information will be missing in the future.

THE GREAT KINDLING WOOD SCHEME

In March 1962 the liquidity crisis called for a solution and a scheme which captured the imagination of members was put forward by Eric Hill (1956). This was to install a wood-chopping machine in the proposed workshop area of the clubhouse to make and market kindling wood. (This was before the great push for clean air and the elimination of open fires). The figures he produced showed an estimated profit of 20,000 dollars in one year. Unfortunately, while it was proved to have been potentially possible, that figure was never achieved due to insufficient labour coming forward on a continuing basis, from a shrinking Club membership. Nevertheless money kept coming in from the scheme over the four years of its operation.

Considerable practical assistance came from Eric Beaven (1920) whose engineering shop translated the sketches of a machine into reality. He placed this machine to his personal account and asked the Club to enter into a hire-purchase agreement and donated a power saw with which to gather the wood for the project. Meanwhile arrangements had been made with the North Canterbury Catchment Board to gather willow and poplar logs from certain areas around the Waimakariri and Ashley rivers. A particularly good area was alongside the Waimak between the site of the new motorway bridge and the old bridge.

Chief power saw operator and maintenance man soon proved to be Tom Mackey, the father of one of the coxswains¹¹, who also serviced the large swing-saw blade (nearly one meter diameter) which was set up in the boatshed and driven by a 3 h.p. electric motor. Here the logs, that had been brought in from the riverbeds, from City Council dumps, and various places earmarked by Club members and friends during their travels as potential sources, were cut into lengths and stacked to dry.

Transporting the logs to Kerrs Reach was always rather a problem as the Club had no truck of its own in those days but generous assistance came from Humphrey Gould (1952) and B.R. Walker (1980) who made their company transport available on several occasions as did A.R. Guthrey. Towards the end of the scheme the arrangement referred to later was made with Pamac Transport (Mick Pahi). Cutting on the collection sites, loading and carting was mostly done on Sundays during the winter with a view to having a good stock-pile available so that orders could be met for the following winter season by cutting into blocks, chopping and bagging at other times whenever labour was available. Considerable assistance with the Sunday tasks came from Tom Just (1956) and various groups of University members whom he recruited.

Multiwall paper bags, a fairly new product at the time, were purchased in bulk and shipped direct from Kinleith from Forest Products and, as might be expected, initial production costs exceeded income. Output failed to reach the target initially, but not by much, considering the lack of experience at the time. Of more concern was the marketing of the product. Eric Hill had arranged, he believed, for Scout troupes to sell and deliver on commission, but the results were disappointing.

For instance he reported that the Sydenham Troup had sold only 29 bags from an expected 150 and there was little hope of clearing stocks that winter. It was then suggested by Tom Beckett (1929) that the situation be discussed with a Mr Oakley who had a contract to supply the I.G.A. grocery chain with kindling. As a result Oakley said he would take 100 bags by March 1963 and 1200 bags for each of the next two seasons. The terms would show the Club a profit of 25 cents a bag. This fell far short of the original estimate and possibly accounted for a falling off in support so that it was reported to the Managing Committee in October 1963 that nowhere near the required amount was being cut and it appeared that the scheme would collapse.

However, in April 1964 an agreement was made with Mick Pahi, who had a contract with State Coal. In return for the use of the chopping machine by his own gang during week-days, Pamac would carry our logs in and also supply pine blocks if the Club ran short. This arrangement worked well although some members felt that others were profiting more than the Club was. But Oakley withdrew from his contract in January 1965 and the Club was able to deal direct with I.G.A. who supplied their own stick-on labels, and collected from the door, resulting in an increased nett profit to the Club of 60 cents per bag.

With this added incentive production kept up reasonably well that year with 1600 bags produced. A commission agreement with Boys High rowing group saw them chop and bag nearly 600 during the May holidays, again vindicating Hill's estimate of the potential of the scheme, given the required labour support and it is interesting to speculate how it would compare with today's fund raising schemes, with the much stronger active membership, had it been possible to continue. A big thing in its favour was that it kept members together, particularly in the off season, and together in their own environment.

But, as mentioned elsewhere, moves were afoot early in 1966 to share the building with the Union club. If this came about the area used for the kindling preparation and storage would be required for its original purpose, so it was resolved that the scheme would have to be wound up. Mick Pahi had said earlier that he would be interested in buying the machine for 600 dollars but there was some doubt that he could find the cash and so it was agreed that he would supply the Club with enough bags during the year to fulfill the contract with I.G.A. to show the Club a profit of 600 dollars instead. This pledge was made good and the Managing Committee on 8 December 1966 authorised that the scheme be terminated.

The last year had been by far the best, and the whole project yielded a nett profit over the 4 years of operation, of 2,000 dollars, not very much by today's standards but a major contributor during that time to the task of keeping the Club afloat. The machine, regarded by many as a man-eating monster, did appear rather fearsome to operators when they first met it. There were four chopping heads driven by a crankshaft from a four cylinder engine turned by a small electric motor. It was protected by an emergency crash push-button and with reasonable care there was really no danger to operators. Only one case of injury was reported, minor damage to a finger of one of the High School boys, during an unsupervised part of their holiday stint.

The machine was later taken over from Pamac by State Coal and installed in their Mowbray St. yard. Unfortunately nobody seems to have had the forethought to take

a photograph of it in action, for the record, and, although permission was obtained to do so at Mowbray St. once again fate intervened.

It was in a fire, and although the heavy steel construction survived, it is now lying upside down in an open yard, rusty and forlorn, minus motor, sorting tables etc, and recognisable only by those members who once suffered under its tyranny. It seems doubtful whether it will ever be asked to operate again.

(1) Alan Mackey (1965).

SCRAP—BOOK

From 'Acquatics' in a newspaper January 1874, describing some scratch pair-oar races:— The winning crew pulled very well although their No. 2 exhibited strong piscatorial proclivities, catching a number of crabs over a lengthy period until at last he assumed a recumbent attitude in the bottom of the boat where "he lay like a warrior taking his rest" but without the company of a martial cloak. As Artemus would say — As a crabber he was a success but as a rower he was not. On landing he was received by a circle of admiring friends who congratulated him on his debut.

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The Sapsford Memorial Cup, allocated for Club doubles races, although still available for competition has not been contested for some time, one reason being the lack of two boats of reasonable equality. It was given by the family of Lionel Sapsford (1909) who was killed in World War 1. The family lived on a corner plot at 46 Canal Reserve Rd. which had originally been part of the property owned by Joseph Brittan later owned by Edward Hiorns (1897) the proprietor of the Dominion Hotel who, in turn leased it to T. Dennison (1907).

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Francis Arthur Brittan (1896) was a grandson of Joseph, of Linwood House, referred to above, and a son of F.H. (1871) who farmed at Springston. F.A. went to Boys High School and, besides his Club membership, was prominent in the Christchurch Golf club and the C.J.C. He had an adventurous early life spending time in Cape Town, Biera, London and British Columbia before returning to serve in the N.Z. forces in 1917, after which he became a partner in a Public Accountancy practice with J.W.K. Lawrence (1894).

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Robert Speight (1887) was Curator of the Canterbury Museum from 1914 to 1935. He started rowing while a pupil at Boys High and was back there teaching in 1890. He graduated M.Sc. in Geology and devoted much of his spare time in studying the geology of N.Z. covering hundreds of miles on a push-bike, which no doubt helped to prepare him physically for the Red-coat he won in 1892.

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J. Y. Daly, also in that 1892 Champion four, and the 1896 Champion pair, and the N.Z. four which went to Sydney that year, had his career cut short in tragic circumstances. While at Fails Cafe, then in High St., having supper with some friends, he remonstrated with some men at an adjacent table who were using foul language, and was asked to step outside as they were not going to be spoken to like that "by a toff". He obliged but was promptly hit on the head with a piece of 4 by 2, which fractured his skull and he died in hospital. Microfilm of the newspaper pages of the day carrying details of the inquest and police prosecution may be seen at the Canterbury Public Library.



The photograph above shows the Club's Intermediate four which won that event at Akaroa regatta on New Years Day 1930. In the stroke seat is T. R. McCombs, later Minister of Education, Headmaster of Cashmere High school, and, as Sir Terence, N.Z. High Commissioner in London. At Canterbury University he won 'blues' for both rowing and hockey. Behind 'Terry' are Henry Holland, Jack Gilby and Vic Smith. Terry and Henry were foundation members of the U. of C. rowing club and the latter became President of the N.Z. Manufacturers Association and served on the Broadcasting Corporation and the National Development Council. Jack Gilby was a member of the N.Z. eight at the 1930 Commonwealth Games. Vic Smith became 'famous' during World War 2. when he was in charge of the Godley Head battery when, failing to get a recognition signal from a small boat, he ordered a shot across he bows, which unfortunately sank her. The Akaroa regatta used to be a big New Years Day attraction with the old 'Wahine' or 'Maori' making a day excursion from Lyttelton. Still earlier, in 1911, the Club was unfortunate to have one of their boats smashed at Christchurch when being loaded into the Little River train, owing to a horse bolting. A number of people made the trip in the 'Cygnets' from Lyttelton with Capt. Murray and some of them were not too pleased with his efficiency. He had told the passengers that he would leave Akaroa again at 3.45 in order to connect with a train from Lyttelton to Christchurch – and he did – leaving some of them behind.

J. G. Collins (1903) was a foundation member of the N.Z. Institute of Architects. One of his best known 'memorials' is the 'Sign of the Takahe' which he designed in conjunction with H. G. Ell and reflects his interest in fine stone work. His pen and ink drawings of historic buildings around Christchurch were awarded a Silver Medal by the Canterbury Society of Arts. He was a 'crack' shot and was chosen to represent the Army at Bisley at the age of 17.

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Wards Brewery

Wards Brewery on the corner of East Belt and Kilmore St. was started in 1851 by one of three brothers, Hamilton Ward, in partnership with A. C. Croft, when he was only 20. At first in a cob building, it was soon expanded and rebuilt in brick. The Wards Ale label is still sold in Christchurch, but no long from the brick building over the road from the old Clubhouse. But, rather fittingly, after the business was transferred, part of the complex was used for a time by R. J. Hampton (1931) when he first started the business now known as Hampton Interiors which is now, again quite fittingly, situated near Ferryroad.

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The support given by 'The Press' to the reorganisation of the Club is referred to in the opening pages but reading the Company's history 'The Press 1861-1961' shows that many of the leading figures were either honorary or active members of the Club. As well as Harman and Stevens original shareholders included De Bourbel, Lane, Duncan, Sawtell, Wilson, Prins and Wood and other directors have been W. P. Cowlishaw, A. E. G. Rhodes, F. Wilding, W. Montgomery, and J. T. Peacock.

The mystery of the 'Snowdrop'. In 1972 the Club was presented with a glass-bottomed pewter tankard which is inscribed "H.R.C. 1867. Ladies Challenge Cup. Snowdrop. R. P. Glen cox." It was received from Glen's daughter Mrs. I. J. Woods and is now in the Club's 'museum'. It seems most likely that this was a Heathcote club boat, at least in 1867. The Club's first pleasure fleet included a craft named 'Snowdrop' recorded as having been purchased in 1873 for the sum of five pounds and there was certainly a four in use that year (see page 122) but was this the same boat? Or was it yet another. According to the 'N.Z. Rowing Almanac' 1893-4, the Lyttelton R.C. met with a curious mishap in 1872. "Just before the local regatta a small landslip carried away their boatshed and their 'crack' four-oar 'Snowdrop' was broken in two. Subscriptions for repairs were called for, and the boat was hurriedly mended, but the new portion caused a noticeable kink which could not be put straight. The crew won their race in spite of that and of having to train in a whaleboat." Perhaps there were three? There were five Glens in the Club later on R.W., J.S., M., G.M., and J. but it is not known whether they were related.

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The First Champion Fours, 1888. Extracts from an article by F. M. Spurdle (see page 123) in the 'N.Z. Rowing Journal' December 1936. "In 1879, A. L. Smith, a lad of 18, rowed his first race in pair oar stump outriggers. G. Callendar was bow and F. W. Dunnage coxswain. He won his heat but lost the final. It is plain that Smith was a lad of great determination. In the final (a much younger and lighter crew) they fell two lengths in the rear but rowed a game stern race gradually overhauling their rivals to within half a length. The point is important. It was the combination of stamina and courage that carried the lad through his rowing career and eventually raised him from obscurity to the stroke seat in the Canterbury crew that won the first Championship under the NZARA rules. And if ever a man needed grit to win upon that occasion



A. L. Smith in 1921. Now aged 51 and a Vice-President.

Smith did, because pitted against him were other good men, particularly Charlie Powell, stroke of the Wanganui four – a dour fighter and victor of many struggles. Sheer grit alone enabled Smith to stave off challenge after challenge flung out by Powell and to gain victory after a gruelling contest by a narrow margin. It is a coincidence that F. W. Dunnage rowed in No. 2 seat on this historic occasion. Smith was not a stylish oar, he rowed with a crouch and, except for good shoulders he had nothing in appearance to stamp him as an athlete. He wore spectacles. In personality he was reserved and, generally speaking, quite an unknown quantity. But in addition to pluck he had ambition. The time came in 1885 when he approached the captain of the club. J. O. Jones, and said he had formed a crew for senior (premier) events. It comprised A. L. Smith, E. M. Boulton, M. H. Lean and F. W. Dunnage. The captain promptly gave the cold shoulder to the proposition. Boulton was undoubtedly a good

oar for whom there was no place in the team at the time . . . Lean was somewhat easy going and lax in training appointments. Dunnage had won a couple of double sculling races but it was rather flattering to step him up to senior. But Smith, well the captain valued him lightly.

But he showed tenacity. He kept the crew together and when the chosen senior crew broke up for some reason or another it was Smith's crew that represented the Club at Kaiapoi and finished second. Next season they won on the Estuary, beating Shepley Kesteven's great Union crew. In 1887 Lean dropped out and H. F. Nicoll was given a seat. It was at this stage that F. E. Cobby took a hand and his exceptional ability developed pace and a first rate combination." This story should be an inspiration to all young rowers who believe they are being overlooked, or, having been chosen, never to give up.

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This crew, with F. A. Styche of Napier taking the place of Dunnage who was unable to go, represented N.Z. in the inter-state fours at Sydney. Fifty years later H. F. Nicoll, in correspondence with rowing historian A. M. Hale, wrote "Though we were all very fit when we left N.Z. I lost 14 lbs. during the trip across to Sydney, but put it all on again in the first five days there. Hanlon was training from the same sheds on the Paramata for his last match with Beach, and I well remember him helping us out of our antiquated boat. When we got to Sydney with the boat the 'Sydney Referee' wrote that the Maoris had arrived with their dugout. I remember how shocked Hanlon was at our having a cold shower and plunge after our work. He said it was a severe shock to the system and should never be countenanced. He always had a dry rub down by his trainer after his row, which took 20 minutes or so."

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The final act in the 1888 story was the presentation to the coxswain, F. H. Shaw, of the rudder of the TEES which, of cedar bound with brass, was polished and varnished with a brass plate added with an appropriate inscription. This would have been a most valued exhibit in the Club's 'museum' but nobody now seems to know where it went to.

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During the compilation of this history, it should now be recorded, no evidence has been found concerning speculation about, if not claims of, membership of the Club of two well known figures. The first is Billy Webb, the World professional sculling champion, who undoubtedly came from Lyttelton and attended Christchurch Boys High in 1895-6. He rowed for the Lyttelton club while their Champion four were still around and in 1896 was sculling with his brother Alf in intermediate doubles. The School rightly claim him as one of their famous men but there is no evidence that he ever wore the blue and black in a boat. Certainly the W. Webb who was a Club coxswain in 1868 could not have been the one at school 30 years later. The other name which has been dropped is that of David Low, the political cartoonist whose art lightened the scene before and during World War 2, the creator of Colonel Blimp. He too, was a pupil at B.H.S. — Low, David Alexander Cecil. 1901-2. The only thing the D. B. Low who joined the Club in 1899 has in common, seems to be the first initial.

The achievements of Marie McCoy (1981) brought a change in the Canterbury Oarsman of the Year contest when she was selected for the honour in 1984. It then became known as the Rower of the Year. It had not previously been won by a Club member since 1975 when Basil Pettigrew (1960) was the recipient. One of the criteria for selection, as well as a reasonable standard of competence on the water, is outstanding service to the sport in the province through support of club and Association activities and this was particularly well exemplified by Pettigrew in 15 years continuous active participation at all levels. A previous winner from the Club was Jeff Lopas (1965) who won in 1971 and in 1985, Chris Duncan (1977) became the fourth Club member so honoured.

The preparation of the trophy was undertaken by the then President of the Canterbury Legion of Oarsmen, Matt Hullett (1933) who enlisted the help of several friends and supporters which resulted in high class design and execution and on behalf of the Legion he presented it to the then President of the Association, Jim Renaut (1934) in time for the first presentation to Athol Earl.



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Collett Barker Dobson (1878) was one of the sons of Edward, who designed, and was instrumental in building, the first railway in Christchurch. C. B. Dobson was pressed into Civil engineering as a family tradition but rebelled and became a well known actor-manager. A sister, Agnes, starred in theatre in N.Z. and Australia and was still active in Australian T.V. in the later 1960's. Brother George was killed by the N.Z. 'Kelly Gang' while surveying in the bush near Hokitika. Sir Arthur of Arthur's Pass fame was another brother.

On St. Patrick's Day 1874 a Dinner was held at the Forresters Hall. The Chairman was C. C. Bowen (1868) and diners included Mr. Justice Gresson (1868), T. L. Joynt (1868), the Provincial Solicitor, W. Montgomery (1863), R. J. S. Harman and G. Gould (1868).

Members of the Canterbury Volunteer Artillery Unit held a mock battle in Hagley Park in 1869. Leading the Gunners was Lt. Col. George Packe (1869) and the C.O. of the opposing Engineers group was Capt. A. C. Lean (1874).

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The Pilgrims Canoe Club was formed in 1875 and Foundation members of that body included M. Bowron (1873), C. E. Dudley (1871), J. H. Herdson (1867), J. O. Jones (1873) and W. J. Bull (1876).

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R. E. McDougall (1877) of Aulsebrook & Co. became a well known Christchurch philanthropist. Among other gifts was the Art Gallery which bears his name. B. Parkerson (1866) was the Superintendent of the Public Hospital and his home is still standing on Oxford Terrace, until recently occupied by Pegasus Press. Another doctor, H. H. Prins (1868) was Secretary of the Literary Institute. J. B. Laurenson (1892) became a major of Sumner, then a Borough; A. C. Watson (1872), a cousin of J. Stanley Monck, developed a large part of Redcliffs; G. Bowron (1875) did similar work on Clifton Hill.

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THE

AVON STEAM PACKET and DREDGING COMPANY, Limited.

W. H. Lane (1868) owned the mill on the island by Hereford St. bridge and, at one stage it was leased to C. W. Turner (1881) who owned several ships. W. P. Brook (1887), later Sir Westby, was instrumental in getting 40 members of the rowing clubs to take up shares in the Avon Steam Packet and Dredging Co. in 1890. The story of this venture is told in 'From the Banks of the Avon'.

A PUBLIC MEETING of all interested in the furtherance of this Company, will be held in the large room of the **STAR AND GARTER HOTEL** (Barbadoes Street Bridge), on **Monday Evening, July 14**, at 8 o'clock.

It is hoped that all property holders (*however small*), and all boating men will attend this Meeting, and see that it is to their *own* advantage to ensure the success of this scheme which has been formally approved by Mr Cuthbert, the Drainage Board's Engineer, Mr Walkden, the City Council's Surveyor, Mr Dobson, C.E., and Mr Warner, C.E.

Mr Walker will be in attendance with his plans.

ALFRED CADWALLADER,
Convener.

A swimming race in rowing gear, with the object of encouraging safety in the event of swamping etc., was held in 1881 for a trophy presented by R. J. S. Harman. The course was from Stanmore Rd. bridge to Cowlishaws Corner and the start was made by the twelve entrants lining up in a whaleboat which was then capsized. Grierson appeared to have the race in hand until he 'grounded' near the finish and first place went to J. O. Jones.

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At the time of his death in 1956, Sir R. Heaton Rhodes was the oldest member of the Club. He joined in 1888 on his return from the U.K. where he had rowed for Brasenose College and Leander. Before going to 'Otahuna' at Tai Tapu, he used to own 'Elmwood' and it was there that the Forresters Lodge used to hold their annual picnics.

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R. D. Thomas (1866) was born in England and arrived at Lyttelton in 1838. He was articled to T. L. Joynt (1868) and admitted to the Bar. At one time he owned a station near the Thomas river which was named for him. He was also a member of the Jockey Club, Art Society, Beautifying Society and the Christchurch Bowling Club.

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Crosby Standish Morris (1923) had a noted war record and although selected to go to the 1928 Olympic Games, was one of those unfortunates who had to stay behind through lack of finance. He went to Christ's College and became manager of C. B. Norwood Ltd. In 1941, while commanding a patrol of the Long Range Desert Group as a Captain, he was engaged, sometimes with S.A.S. parachutists, in daring attacks on German airfields. For one such exploit he won the Military Cross and promotion to Major.

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The Guthrie family are unique in the story of the Club. Six brothers were all active members, while a sister was a close associate. (1) E.R., known as Teddy, was a winner in many intermediate and premier events. He was killed at Gallipoli. (2) J.S. was the most successful on the water, winning, with E.C. Little, the N.Z. Champion pair in 1904. (3) Nigel also won many titles before going overseas on Active service. In his will be bequeathed 2000 dollars to the Club, subject to a life interest to his brother



Maurice Guthrie

Maurice. This bequest was received in 1968 and was used to purchase a 'Litecraft' single, christend 'Nigel Guthrie' which was the best boat of its type in the Club for several years. (4) Dave did not have the expertise of his brothers. He saw war service overseas and died shortly after his return. (5) Maurice did not have much time to make his mark, enlisting in 1914 in the 1st. NZEF, two years after he joined the Club. He returned wounded but re-enlisted with the second contingent but never really regained his health. (6) George W., enlisted almost immediately but also lost his life on Gallipoli.

Val Hewer (1919) was greatly influenced by events of 1914/18 and would have particularly appreciated the above small memory of a staunch family. He would also have thanked the Club for preserving the Roll of Honour from the Fitzgerald Ave. War Memorial building and re-erecting it, even if slightly damaged, in the present boathouse.



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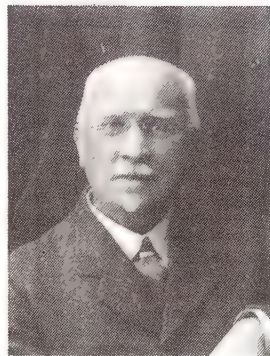
A. E. Lingard (1865) came to Nelson to be Secretary to Bishop Hobhouse, moved to the Christ's College staffroom and later became Archdeacon of Akaroa. (Rev.) W. C. Harris (1867) M. A. Oxford, was Headmaster of Christ's College until 1873. George Hogben (1881) was a master at Boys High and later became Director of Education.

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A.E.G. Rhodes (1885) was a son of George Rhodes of 'The Levels' and went to Jesus College, Cambridge, to study Law, returning to Christchurch in 1884 and taking up practice. He bought land in Merivale and built a house which is still in use as a Hostel for Rangī Ruru Girls school. His spirit will be watching over the progress of the girls selected to row in the 1986/7 season and afterwards. he became Mayor of Christchurch and a two-term M.P. for Geraldine. He was noted for his interest in Polo and awarded the O.B.E. for service to the Red Cross.

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J. R. Evans (1875) writing in 1912 recalled that, rowing down to Brighton was quite a common pastime. On one such occasion they walked across the sandhills to inspect a whale which had been cast up on the beach. The coxswain insisted on walking along its back, against advice, which certainly sounds like a coxswain. This resulted in him falling into a mass of none-to-fragrant flesh and the crew refused to recognise him until he had stripped off and had a good dip in the none-to-warm sea but the aroma was still apparent when they got back to the shed.



Administration used to be much more formal than it is today and the rules were there to be taken notice of. The Minute Books contain many references to members being required to appear before the Management Committee to explain conduct which had lead to complaints or allegations of various misdemeanours – usually

ungentlemanly conduct, or lack of respect for the Captain, bad language in the hearing of ladies — and were summarily dealt with by reprimand, fining or even expulsion. Such cases are best left in the cupboard but by-laws, especially those concerning plant were strictly enforced. For instance, in the early 1900's, Poulton and Kincaid were reported for making use of boats without wearing the Club uniform. Fined 10c. each. Stewart and Wreakes left their boat at the landing stage instead of housing it. Fined 50c. each. Morrison was fined 10c. for going out in a boat without a Club cap. Any member damaging a boat, oar or scull was invariably written to for an explanation, and if his excuse was not acceptable, instructed to pay at least part of the cost of repair. Failing payment of the fine or other indebtedness the Athletic Sports Protection Association would be advised and that person's name would be circulated to all member clubs as a defaulter. This was particularly so during the periods when a Custodian was employed, when it was much easier to obtain evidence and on-the-spot estimates of repair.

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It has been mentioned that, when the clubs moved to Kerrs Reach, many old members believed that living at such close quarters would mean a lessening of competition. This has been far from the case but it may not be known that there was a serious proposal 100 years ago that Union and Canterbury should amalgamate. According to the Club's records, the proposal was a joint one by the two committees. A special general meeting of the Club was called by printed notice dated 1 June 1873 under the signature of the Secretary, B. C. Mournier, to be held at the Clarendon Hotel. Any members who could not be present were exhorted to write in, giving their opinions. "It is intended that all existing members of both clubs will be members of the new club. The advantages to be obtained through this will be greater facilities for boating generally and a more economic working of the finances." At the meeting it was moved "that the amalgamation as suggested is not in the best interests of boating nor is it desirable on the part of the Canterbury Rowing Club." and followed by an amendment, a rather arrogant one surely "that it is desirable that there should be only one rowing club in Christchurch, provided that any amalgamation comprises the whole of the clubs at present in existence on the Avon and that the clubs should be known as the Canterbury Rowing Club". It can be imagined what the other clubs would have thought of this amendment had it been successful. Maybe it was made with tongue in cheek. In any event the amendment was lost and motion passed, and so everything remained as before, with the financial insecurity and inefficient use of plant which still exists today, a constant worry to administrators but a boon to those seeking to improve their ability by competition.

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The Roll of Honour relating to 1914/18 records the names of 32 members, a loss of potential champion sportsmen and future leaders of society. Lionel Parson is not a special case, but a typical example. At Boys High he had been a member of the 1st. XV. and 1st IX, junior, and then senior, athletic champion; later a member of the H.S.O.B. senior rugby team which won the C.R.U. championship in 1913 and a prominent member of the Richmond Hill Golf club. He was 25 years of age when killed at Gallipoli.

From 'The Press' 4 June 1986; An eagle-eyed historian of the Nelson Rugby club has written that, contrary to an item in 'The Press' that the Christchurch club was the oldest rugby club in N.Z., his club is the oldest because it was first to embrace the Rugby rules, in 1870. It is a fine point but Christchurch, founded in 1863, played a mongrel mixture of Australian rules and soccer at Latimer and Cranmer Squares until 1875 when it became a bona fide rugby club.

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Better to have had, and lost, than never to have had at all. Over the years several prominent members of the Club have moved to other centres for various reasons advanced their rowing careers at the same time. . . The Club may surely be excused for cribbing some of the limelight which followed them and be proud that it all began on the Avon. The first to be noticed is A. T. Bendall (1899) a Club Redcoat in 1901 who won the Champion four again in 1905 with Star. G. B. Johnson (1925) moved to the Otago club and was a member of the Otago Provincial eight which won in 1929, helping to gain him a place in the 1930 Empire Games team. Of a later age is D. A. McDonald, whose misfortune in Invercargill in 1956 has been told. He was the first ex-Club member to win a Championship in an eight when he rowed in the victorious Wanganui Union crew in 1959. Rather ironically, rowing in West End eight in the fateful 1956 race, was I. Vodanovich. Joining the Club from University he had been in the Club's Junior eight in 1954/5. Perhaps the greatest loss was John Hunter (1957) who had to move to Wellington to obtain practical work acceptable for his Engineering degree. There he teamed up with ex-members from the University, Tom Just and Tim Dobbie in the Wellington club's Champion eights of 1967 and 1969, that time with another ex-member Russell Black. Then in 1972, still with Wellington, came a win in the Champion four and on that occasion in the crew was a fourth University member, Dick Joyce. Of these, only Just appears on the Club's Honours Board, as he was back in Christchurch in 1968 when selected for the Olympic Games team . . . Another Red-coat in eights was Chris. Thorsen (1973) who had taken a teaching post in Hamilton and was included in Waikato's 1982 eight. Since women started rowing with the Club, Margaret-Anne Barnett has won the Champion doubles for Cambridge with Stephanie Foster; Kay Surgenor was in the Winning Wairau quad in 1985. On the administration side S. G. Styche (1885) had a long but not very eventful active career but was a respected committeeman when he transferred to Dunedin in 1904 where he soon made his mark as Secretary of the Otago club. While with that club he was elected President of the N.Z.A.R.A. for 1930/31. In that office he followed J. O. Jones (1873) an early holder, and preceeded R. J. Hobbs (1901) who received the honour in 1941/42. Thorsen is now Secretary of Union B.C. and Pam. Robertson (1980) fills that position with Rotorua R.C.

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Leonard Ernle Clarke (some called him 'Ernlee' others 'Ernal') joined the Club in 1928 after attending Wanganui Collegiate and Magdalene College, Oxford. Although an active member for only a couple of seasons he retained membership and interest in the Club until the early fifties, by which time he was farming. He joined the Canterbury Aero Club in 1934 and, after flying in England decided, in 1936, to fly home solo, which he did successfully, although in a leisurely manner in about three weeks. Naturally he flew for the RNZAF and RAF during W.W.2, and later was NZ agent for Percival Aircraft Co. (he flew their 'Gull' on his long flight).

The Club's fourth President, Francis Ion Cowlshaw was born in Christchurch in 1869 but was educated at Rugby and Oxford, where he graduated in Law and was called to the Bar at the Inner Temple. He returned to the City in 1893 and became associated with the legal firm of Garrick, Cowlshaw and Fisher, joining the Club the following year. His talents were soon at work on the Management Committee, as Deputy Captain and Captain; vice-President in 1903 and President for the record term of 42 years.



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In 1927 a letter was received from the Christchurch Football Club asking for the use of two boats for their annual rowing race at Easter with Wellington and Pirates. It was agreed that they could have the two heavy training fours. This appears to be the first, and only, reference to such an 'annual' race.

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In February 1903 the Club received a letter from the Canterbury Cricket Association asking that the members of Lord Hawke's English cricket team be made Honorary Members of the Club during their stay in Christchurch.

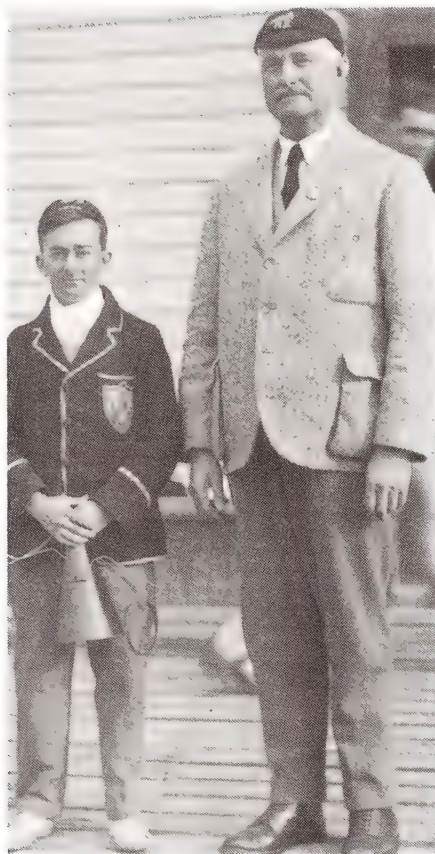
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In 1913 the Canterbury Rugby Union wrote granting the use of a ground at Lancaster Park for the football match C.R.C. v Union R.C. which the Club won by 22 to 17. It is not clear whether this ever became an 'annual' match but it is clear that the various sporting codes were much more co-operative in those early days, including, although perhaps not quite in the same category, an approach the same year from a Mr E. Niblo asking the Club that members attention be drawn to opportunities he offered for improving their performance in the Tango and other ballroom athletics.

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The decision of the 125th Anniversary committee to hold the Dinner and the Ball at Mona Vale was a particularly fitting one. The original property of four acres was purchased from John Deans in 1897 in the name of Mrs Alice Waymouth whose husband Fredrick had been an active member of the Club having joined in 1874. Alice was an expert, although amateur, horticulturalist and was responsible for the landscaping and planting of the original garden. Fredrick was a busy man – at various times mayor of St. Albans, Chairman Lyttelton Harbour Board, President of the Chamber of Commerce, Secretary of the 1906/7 International Exhibition. As secretary of the Canterbury Frozen Meat Co. he had an assistant by the name of N. L. McBeth who took over when Waymouth became Managing Director. That is the McBeth who was one of the 1892 N.Z. Champion four.

'Tiny' Eastwood who coxed the N.Z. crews in 1925 and 1930 was originally a law clerk but resigned to go on the 1925 trip and on his return followed his brother Cliff to the turf. He stood 156 cm. and weighed less than 40 kg. he rode 273 winners in 8 seasons including two N.Z. Cups. but his career came to an end when he was killed at Riccarton in 1934 at the age of 30.



'Tiny' Eastwood and Bert Ayers

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Club swapping by leading or promising rowers has been the subject of much discussion but is by no means new. Jack Gilby started rowing with Sumner-Redcliffs but joined the Club when he went to university and appears on the Club Honours Board for his part in the 1930 Commonwealth Games crew. But in 1932 he was rowing for the Avon club. C. Champ also started with Sumner-Redcliffs, winning pairs with W. deThier but joined the Club in 1911. In 1921 rowing for Union with H. Adkins he won the N.Z. pair title. They repeated this in 1923 but this time in Avon colours.

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The Evans Trust was created to control a legacy to the Club by J. R. Evans who had joined the Club in 1875. He was made a Life Member in 1902. He and his wife both endeared themselves to all members by their presence at all functions and in particular the encouragement they gave to younger members to have pride in the Club

traditions. He died in 1936 and Mrs. Evans, who had continued to support the Club was elected to Life Membership in 1938. She was only the second woman to have been so honoured, Mrs R. D. Thomas the wife of an earlier vice-President having been elected in 1899.

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On January 17th 1903 the 'Lyttelton Times' reported that six members of the Club were each fined 5 shilling and costs for bathing in a public place without proper costumes. For the police Sgt. Burke said that the defence that this had been going on at this place, Herring Bay, for twenty years was not acceptable. The pool was close to a private house and on Sunday mornings the river was full of boats, many of which containing ladies were continually passing and repassing the bay. (Full names and initials were given and one can imagine the remarks that followed the next time the culprits appeared at the clubhouse.)

"Boat Books" in which details of all boats taken out and returned etc. with "remarks" column meant to bring any shortcomings in plant to the attention of the Captain are now a thing of the past, which is perhaps a pity. Apart from their obvious uses some entries can also be of historical value. For instance in the Captain's Register for the years 1873 and 1874 is this entry:

Jan. 28. Depart 7.45. Return 8. Cygnet. Bowron. Had accident to outrigger while assisting a steamer.

Another entry on February 14 refers to the new pair with the remark "Satisfactory trial of sliding seat". Another in April, also the 'Cygnet' — "to Sumner Estuary. Very rough, swamped once but first back to shed. Passed 10 others."

That there was still some undisciplined activity around the revitalised club after 10 years is disclosed in a series of entries in April 1874. A notice signed by William Sclanders, Custodian states "The Captain of the steamer 'Brighton' reports that a racing boat stranded on the mud flats at New Brighton has drifted off. As the 'Avon' has been missing from the shed for some days, the Member who took her out of the boatshed is requested to have her returned at once and report to the Committee. Found the 'Phosphorous' in Shed this morning in a most unship state — sail lying in the water in bottom of boat, cushions all wet. Mr Bolton is supposed to have had her out."

On the next page: "The Capt. reports this day/ 12th April/ found the 'Avon' stranded on River Bank 8½ miles from Christchurch near the Fisherman's Hut. He also found her stove in and in a leaky condition. His party towed her up to Christchurch this day. J. Hastings Herdson, Capn." Finally on April 13th. 7 a.m. 'Swan' J. Herdson. Towed 'Avon' from Livingstone's. Mr Sclanders in attendance to receive missing boat."

Some entries were serious, others, presumably, not; "Serious damage done by stone thrown by Captain to Duncan's finger!!!"

An earlier Boat Book (1872) has a remark on Feb. 7th "The vice-President's flannel 'bags' have been removed from the cupboard — probably by mistake - please return." And the next day "Returned with thanks". Facetious remarks were rather frowned on but no objection seems to have been made to one which some with could not resist.

"The vice presidents breeches got out of the way
Vice president scarcely knew what he should say
So he put up a notice accusing some dogs
Of running away with his new flannel togs.
That the dog is sagacious we very well knew
As I will in the sequel most clearly show,"

There follows another unrelated entry indicating that the writer had been interrupted and then:

For when the next morning he mounted his hack

And came down to see — lo, his togs had come back."

It is signed 'Shakespeare' but it seems more likely to have been one Kilgour (there were three) as his writing in the following and other entries looks very similar.

Administrators of all rowing clubs are well aware that one of their most difficult tasks is to have the boats and other plant kept in good order. That was no different in the early years of the Club when motions were passed at more or less regular intervals expressing the desirability of the Club employing a Custodian to undertake the task. None was acted upon as it was considered to be too costly. However in 1873 some sort of compromise appears to have been reached when a Club member and committeeman, W. Sclanders was appointed Custodian, but there is no indication in the annual accounts that he was paid and the matter came up again the following year. This time it was decided that, if a suitable man could be found, the Club would pay a salary up to 100 dollars p.a. and if that was not sufficient, members would have to find the balance.



Rees' Boatshed in Oxford Terrace opposite the second Club house

A recent arrival in Christchurch was Evan Devereaux Rees, a boat-builder and carpenter and he was invited to take the position at a salary of 150 dollars a year. It is clear that there was a written agreement but exactly what the terms were does not appear to have survived. It is known that Rees agreed to take the job provided the Club could persuade the land-owner to sell a section on the riverside near the Club boathouse on which he could build a house and boatshed. This was done and a happy partnership continued for over 30 years.

Evan and his son, Gus, made many boats for the Club and for other clubs, mainly stump pairs and pleasure boats, as well as building up a fleet for themselves which were hired out to picnic parties and so forth. There were other children also and one of their tasks was to make expeditions down the river on several occasions to rescue boats which had been overdue and left by untrustworthy clients at various landing places.

In 1892 E. D. Rees retired in favour of Gus who carried out his duties in a satisfactory manner for two years before he had to give up through ill health. For the next few years a man called King was employed as Custodian but, although there is no suggestion that his work was not satisfactory, we find Evan Rees re-engaged in 1899 at an increased salary of 166 dollars. He was still building and selling boats and evidently doing very well because in 1908 he made a trip to England, evidently visiting boat-builders while he was there, including Aylings, where he selected a large order of oars for the Club.

In 1915 with the Club virtually closed down 'for the duration' the services of Rees could no longer be financed. E. D. Rees also made very good violins and his workshop was on the visiting list of all musicians who had professional engagements in the city.

Evans Rees died in 1931 and his son Augustus in 1935, and, although there are numerous descendants on the distaff side of the family, the name lives on in Rees St. in the Avon 'loop', the general area of his original property.

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Talking about boats, construction in materials other than wood is not as new as may be thought. In 1880 the Club received a letter from Mr N. Lockyer of the Mercantile Rowing Club, Sydney, offering a papier mache four for sale. Being of a conservative nature, the Committee declined the offer.

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The Club, the sport, and indeed the country suffered a loss in 1974 with the premature death of C.J. (Chris) Tobin who joined in 1956 and rowed in premier crews for the Club and the University, which awarded him a 'Blue' in 1960. The following year, while secretary of the Club, he was awarded a Rhodes Scholarship and went to England to further his Law studies. Later he became the legal adviser to an international firm of accountants, with posts in Manilla and Hong Kong.

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In 1926 the Otago club requested to be allowed to use the Club's boat 'Thamesis' to compete in the N.Z. Champion coxed fours. The Club agreed, Otago won the race, subsequently made an offer for the boat which was also agreed to, and retained the title the following year.

The earliest meeting of club representatives in Canterbury to decide on racing procedure or regulations, was held at White's Hotel on 30 September 1870. Under discussion was the time and place of a proposed race for a cup which had recently been presented by the shipping company, Shaw Saville & Albion.

The Rev. A. E. Lingard (1865) was appointed Chairman and B. C. Mournier (1868) secretary. As well as the Club, there were representatives from Union, Avon, Cure, Lyttelton and Lyttelton Trades and they voted four to three that the contest be held on 16 December 1870 on the Waimakariri river, over a straight course of three miles against the stream and terminating at the swing bridge.' Cure were successful and the Shaw Saville Cup is understood to have been in the safe keeping of the Kaiapoi Borough Council ever since.

Immediately after this meeting those present reconvened to discuss regatta matters in general, and in particular the inauguration of a Christchurch regatta in view of the large increase in membership of the several clubs. This was the beginning of the Christchurch Regatta Club, later to become amalgamated with the Legion of Oarsmen. The decision was to hold a regatta on the Avon above Lanes Mill but the proposal required the Montreal St. bridge to be raised. Not surprisingly the City fathers were unimpressed. In the end the racing was on the old 'Town' course from Wrights to the Willows, points which were identified elsewhere.

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Two of the leading figures in the Club both on and off the water were absent during the 1901/2 season, serving in mounted units in South Africa during the Boer War. They were H. S. Ayers and A. T. Bendall, both of whom won 'Redcoats'.

* * * * *

It will not have gone unnoticed that money, or lack of it, has been a major preoccupation of members over the years with fund-raising projects, mainly for new plant, cutting into the time available for actually rowing. But, in November 1973, a method was found of combining the two, and \$1300 was raised by 32 members in 24 hours.

In a copy of the English 'Rowing' magazine it had been claimed by the Christchurch rowing club in Dorset that they had set a World record of 1154 man/miles in a 24 hour sponsored row up and down their bit of river. As this was one of the sister cities of Christchurch N.Z. the idea soon took on that the Club should endeavour to beat their figure and a letter was sent to the English club for details. The President, Mr Staniforth, who also happened to be the Mayor at the time, replied wishing the Club well and subsequently paid a visit to the clubrooms while attending the Commonwealth Games and was presented with one of the Club's special Games Souvenir tankards to take back to the Dorset club.

* * * * *

Club members looked for sponsors per mile and two fours took the water at 4 p.m. on Saturday on a two-hour stint up and down the river from the clubhouse to the Brighton bridge and back. At 6 p.m. others took their places and so on through the total had reached 1273 miles.

A midnight trip in the coaching boat with the Premier and Intermediate fours confirmed that this sort of rowing at night was quite enjoyable, if rather tedious at times. Below the Burwood bridge, in particular, was like a world on its own and only the splashing of oars disturbed the quiet. On these reaches choruses were sung and stories told. Upstream from there a passing car would disturb the tranquillity occasionally. Indeed just before midnight one four came upon a car lying on its side in the river with its tail light still going. They lost several valuable minutes checking that the two people scaling the bank had been the only occupants.

There was a full moon, so visibility was quite good when combined with light from the street lamps, but for safety sake each boat had a 6v. lamp fixed to the bow and a car battery on the floor by the coxswain. The schedule required to beat the 'record' was two return trips each hour per boat and the two crews mentioned — Rowe, Pickrill, Davies and V. Allen and Wicks, Stollery, Landau, Van Doorn — by 2 a.m. had paved the way by finishing 80 miles ahead of the schedule.

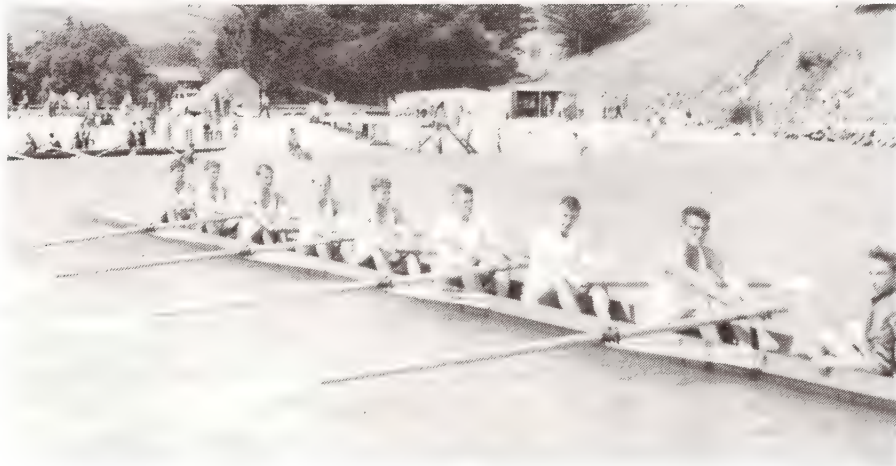
Meantime, relieving or standby crews, and supporters were in the clubroom resting or playing cards and darts or in the kitchen making sure that hot food and drinks were always ready. During the Sunday afternoon many of the sponsors went down to the Reach to find out how much they had been 'stung' for and so the whole exercise was most successful in involving all shapes and sizes of Club members and supporters. The novelty even brought the 'Press' out to take a night photo which unfortunately is no longer available.

* * * * *



Various methods of fund-raising have been tried and, for a while, a useful one was to borrow a paddock from a friendly land-owner and grow potatoes, a dicy business as farmers will confirm. Harvesting was not easy although Eddie Martin and John Cranfield do not look too worried.

For several years between dissatisfaction with the vagueries of Stewarts Gully and the completion of Kerrs Reach, the Canterbury Championships were held at Charteris Bay on Lyttelton harbour, a very pleasant spot on a nice day and within reasonable distance of the Wellington/Lyttelton ferry. Many crews from Wellington would take advantage of the overnight facility to spend a Saturday there. An unusual entry was Waikato, on their way to winning the Champion eights at Waiholā in 1964.



* * * * *

The Kerrs Reach course had not long been in use when, as a result of discussions over several years, N.Z. was visited by an Australian eight and sculler in 1961. There were three 'Tests' — at Karapiro, Wanganui and Christchurch. This was the first time that a N.Z. eight had raced on the Avon and, as can be seen, they won comfortably from Australia. The third crew was the Otago provincial crew which had been invited to come to Christchurch and, unfortunately for local people, beat the Canterbury provincial crew in an elimination race. Selected in the Canterbury crew were Club members M.C. Corsbie, B.P. Aitchison, K.H. Bell and E.J. Martin.



A group of Club members who are not always given credit for the essential services they render to crews are the coxswains. The Club has always endeavoured to ensure that these (usually) quite young people are well looked after, particularly when attending regattas away from home and that parents are aware of the somewhat unusual hours that their duties often require. Head teachers are kept informed and requested to grant leave where necessary. For many years the all-male coxswains were presented with Club caps when it was considered that they had reached a certain stage of proficiency but these adornments no longer seem appropriate, either for the males or the females. Wherever possible their names have been included in the Membership lists in the Appendix and the Administration will always be anxious to ensure that their efforts are marked in whatever way seems suitable from time to time. For this History, this happy picture of Leanne Prebble holding the 'Horowhenua Rosebowl' awarded to the Champion Womens eight each year, and won by the Club crew in 1984 which she coxed, intended as a tribute to all Club crew members who have steered, bullied or cajoled their fellows, either in victory or defeat.



* * * * *

How would today's active members, or their coaches for that matter, react to public criticism such as this extract from the 'Sun' in 1915 reporting on crews on the river at the time? "The Canterbury Club's Youth crew, it is now decided, is to be the same as at Akaroa. Sime has gone to Lincoln College and rows with the crew on Saturdays and Sundays. During the week another ancient mariner, Campbell, takes his place. The crew is not going well. Moseley and Hills (2 and bow) are apparently inclined to rest on the laurels gained there. Moseley is rowing poorly; he has a weak catch, his bladework is not steady enough, and his recovery is loose and without snap. Hills is rowing carelessly and can do much better; his catch is sluggish and his bladework very dirty. The crew must brace up a bit and get back to the better style of earlier in the season.

* * * * *

Another typical example, from the Roll of Honour this time from the later period reads:- White, Rodney William Kinross. Educated Wanganui Collegiate School. College House Christchurch 1933-37. Swimming team 33-36. Rowing crew 36-37. C.U.C. Rowing 'Blue' 37-38. Tournament Rep. and NZU 'Blue' 37-38. Oxford Univ. B.A. 1939. Colonial Service Uganda 39-40. P.O. R.A.F. 73 Squad. M.E. Lost in air operations over Gainut, Egypt. & July 1941.



Masters or Veterans events are being seen more and more at N.Z. regattas but these two crews of well known Club identities, which took to the water of the old 'town' course at least 30 years ago, contain a mixture. Above:- Stan Read (1929), Harold Millard (1934), Max Hunter (1931), Bob Hampton (1931). Below:- Clarrie Clemens (1918), Bert Ayers (1897), Cros. Morris (1923), Somers Cox (1929). Many photos of the legendary Bert Ayers exist but this appears to be the only one of him actually in a boat and holding an oar.





The pleasure boats and other old craft were ideal for decorating for gala days or fetes and also for social commentary. Mabel Howard, our first Cabinet Minister was always good for a quip. But prudence suggested the 'building' of rafts for other action more reminiscent of Capping Day. This 'entertainment' died a natural death shortly after the move to Kerrs Reach, with the demise of suitable craft, and since then on-the-water activities, at least, have taken on a much more serious aspect.



Different days — different ways. (1) Many readers will have forgotten, if they ever knew, that there was once a railway line to Little River (all aboard for Lake Forsyth) or that one could take a train from, say Papanui to Kaiapoi for less than it now costs for 10 minutes parking in Hereford St. (2) One could (accidentally) break 5 glasses, one dish and two plates for less than a dollar at a jolly supper party (3) No comment except to say that progress has at least been made in that department. (4) This group, taken outside the pleasure shed at the turn of the century, were evidently about to sally forth to publicise an 'Art Union' which was rather a novel way of raising funds in those days. The name derived from the nature of the prize which was originally supposed to be a painting or such work of art. Subsequently prizes were offered in 'alluvial gold' but that soon became cash and lead to the 'Golden Kiwi'. The aprons provided for Mystery Envelope sellers were a very hum-drum outfit compared with these.

NEW ZEALAND RAILWAYS



CHRISTCHURCH REGATTA

AT

STEWART'S GULLY

18th February, 1897

EXCURSION TRAINS FROM CHRISTCHURCH

At 12.30 and 1.20 p.m., returning from Stewart's Gully at 5.35 and 6.20 p.m., stopping at all stations if required. Excursion fares by these trains only, from Christchurch, Addington, Riccarton 2s. 6d. first class, 1s. 6d. second; from Papanui 1s. 6d. second class, ordinary fare first class.

Excursion fares to Stewart's Gully from Rangiora, Southbrook, Flaxton, 2s. first class, 1s. 3d. second, Kaiapoi 1s. and 6d.; tickets issued for the ordinary midday train on the 18th, available for return by ordinary evening train same day only.

All these trains will stop at the south side of Stewart's Gully Bridge.

TRAIN FROM LITTLE RIVER.

A train will leave Little River for Christchurch at 10.0 a.m. on the 18th February arriving there at 12.0 noon, and will return at 6.55 p.m. It will stop where required. The return train will connect at Addington with the 6.20 p.m. train from Stewart's Gully.

By Order.

Whitcombe & Tombs Limited R1223

(1)

GARRICK HOTEL.

Christchurch, 23 June 1875.
C. R. C.

P. M. G. Wilson Esq.

Dr. to MAPLES BROTHERS.

To 30 Suppers 3/	4 10	
3 Botts. Sherry.	15	
2 - Port	10	
1 - Whisky	5	
1 Bowl Punch	10	(2)
2 Botts. Hot.	8	
Breakages.	9 2	
5 Wine Glasses. 1 Dish.		
28 Port Plates.	5 7 4 2	

Recd. payment
with receipt
Maples Bros:
23 June 1875

No.

1219

City Council Office

Quarter

Christchurch

187 9

Received from

W. J. Brewster - re Road

the sum of — pounds — shillings — pence

for Emptying Night Soil Pans, &c., at his premises, up to the

30th of Sept. 187 8

£ — 6 : 6

Ac: 1220

W. H. Ford
Agent



Handwritten text, possibly a name or address, written vertically along the right edge of the photo.

BY SPECIAL



APPOINTMENT

125 High Street, N.Y.C.

(4)

The Club and the Future

Ways must be found to overcome the effect of rising costs, particularly in respect of schools and the need to accept that the provision of plant and facilities for them, and for students, and others who will find themselves disadvantaged by changing economic conditions, will be an investment for the future and, if at all possible, set a subscription that they, or their parents, can afford. This is already worrying the Boys High authorities, a distressing development to the many Old Boys and friends of the School who appreciate that Rowing is in a special category. Some even say a matter of prestige.

A special category because the sport has not been able to share to any great extent, the financial boom that many other sports have enjoyed since the coming of television with its 'magic eye' related sponsorships. Even when T.V. does take an interest, which it must do at Olympics, for instance, and the latest methods of camera mounting are used – moving land – or water-based vehicles following alongside the 2000m. course – progress is often far from clear due to camera angles. Even the helicopter used at the recent Commonwealth Games was not entirely successful from that point of view. Advertising on the course can only be minimal, unlike that seen around ball-game arenas, while the small names of sponsors or products allowed on boat bows flash by virtually unnoticed.

Add to that the fact that, apart from World Championship single scull races perhaps, there are no big names or faces identifiable outside the sport, it is clear that the big companies who are prepared to spend some advertising dollars on T.V. coverage of sports, are not very interested in Rowing. Finally, locally at any rate, gate money is but a drop in the bucket, while the national or provincial controlling bodies cannot afford to offer incentives to schools in the way of free footballs and the like.

As a result Rowing remains practically the only surviving sport which can be said to be truly amateur. No appearance money or payments into Trust accounts for the individual, who must himself or herself foot much of the expenses bill. Some national crews going abroad to represent their country have even had to pay a levy from their own pockets for the privilege, including the coach and manager.

A special category indeed.

First and foremost it is a participants sport as many parents and others who have been obliged to wait many hours in the cold on occasions will confirm those who have participated remember miraculously, although quite forgetful of current affairs, the races won or lost fifty years ago, the prowess of the wins, the unfairness of the losses, unknown currents, fickle winds, useless coxswains, unfair courses, broken gear – myths and legends unending. They know that rowing is a participants sport first and foremost. It may be tedious to outsiders – even boring, but it is in a special category, even at 'holy' Henley, where, but only if the weather is good, people gather in punts or skiffs along the booms, or grace the Members Enclosure, winning

and dining on champers and chicken, and largely ignorant of what is happening on the course.

But without them the sport would not be the same.

A special category.

Only 25 years ago the Club's balance sheet showed income and expenses in the order of \$1500/1350. In 1986 the comparative figures were \$23000/24000. The fact that the last year showed a deficit, while disappointing, is not the important thing. It is the overall increase in funds employed. How long can this rate of increase be sustained? What of the future? Will there be rationalisation, as the commercial people call it, applied to sports clubs? Already there has been one amalgamation of two leading rowing clubs – Wanganui, established in 1875 and Aramoho in 1898 – and it would not be surprising to see that happening in other centres, like Christchurch, where more than one club seeks to draw members and support from the same area.

First and foremost. It is up to the present members of the Club to create such a climate that future members will want to follow the philosophy of Steve Fairbairn – whether or not none agrees with his theories on the Rowing stroke – "Teach the laddies to enjoy their rowing by concentrating on making the next stroke better than the last." (To that the Club would add lassies.) "Make your next act the best act always, and when you come to review your life it will have been pleasant work." You will be in a special category.

First and foremost! Each year better than the last.

SENIORES PRIORIES.
Let the Seniors lead the way.



Closing day 1963. Were you there?

Managing Committee 1953



Front L. to R. — C. G. Buchanan (Life Member), V. Hewer (Vice-President), W. M. Stewart (Vice-President), E. H. Brown (President), C. H. Clemens (Life Member), C. S. Hinton (Vice-President and Secretary)
 Back L. to R. — C. T. Rummell, F. W. Harland (Treasurer), W. K. Jones (Asst. Secretary), B. M. K. Jones (Capt.), E. R. McCalman (Deputy Capt.), J. F. Buckeridge, J. S. Palmer, P. J. Heyward.



Stewarts Gully 1936

*Seated: Clarence Turner, Rex Hobbs, Clarrie Clemens (Behind) Randal (Tom), Evans, Bas. Taylor
Prominent at the Back are Jim McGriffen (Left) Johnie Steeds (Right) Others include Stan Papprell, Russ Hervey, Jack Rhind,
Gerald East.*



An even less formal group (put out those smokes) in 1939, including Wyn Barnett, Fred Cullen, Murray Graham, 'Napoleon' Taylor, John Morton, Euan Cameron and Gordon Buchanan. One of many photos taken and processed by Don Gunn and given to members for Christmas or other greetings.

APPENDIX SECTION 1

OFFICERS

PRESIDENT:

1862-63	E. JERNINGHAM WAKEFIELD
1863-1902	R. J. S. HARMAN
1903-04	R. D. THOMAS
1904-46	F. I. COWLISHAW
1946-49	H. S. AYERS
1949-52	C. H. CLEMENS
1952-55	F. H. BROWN
1955-56	C. S. HINTON
1956-62	S. W. COX
1962-64	M. T. HUNTER
1964-69	J. O. RENAUT
1969-72	R. D. BECKWITH
1972-74	E. T. BEAVEN
1974-78	J. B. TAYLOR
1978-81	B. F. CARTER
1981-82	J. O. RENAUT
1982-85	B. M. K. JONES
1985-	E. R. McCAIMAN

PATRON:

The Managing Committee proposed to the 1971 Annual General Meeting that the Office of Patron be instituted. This was agreed to and Mr C. H. Clemens was elected for life or until he decided to relinquish the position.

The length of tenure of the office of President was restricted to three years, in any one term, by an amendment to the Rules adopted in 1949. However for various reasons it was resolved at the Annual Meetings in 1959 and 1967 that the incumbent be offered a second term. Mr Beaven died in office and his term was completed by Mr Taylor who then served his own term of three years.

VICE PRESIDENTS:

Rev. W. C. HARRIS	1868-70
The first elected to this office.	
Rev. E. A. LINGARD	1870-72
J. H. HERDSON	1872-73 and 1874-77
A. F. N. BLACKISTON	1873-74 and 1895-1902
G. L. MELLISH	1877-82
R. D. THOMAS	1882-1903
A. E. G. RHODES	1889-1908
J. R. EVANS	1902-25
F. I. COWLISHAW	1903-4
N. L. McBETH	1904-19 and 1922-31

A. L. SMITH	1908-13 and 1919-30
H. S. AYERS	1913-46
W. S. GODFREY	1925-31
R. J. HOBBS	1930-44
W. H. EVANS	1931-34 and 1945-49
J. F. GRIERSON	1931-45
C. F. TURNER	1934-41
F. W. DUNNAGE	1941-50
C. H. CLEMENS	1944-49
J. B. TAYLOR	1946-68
V. D. HEWER	1949-54
S. W. COX	1949-50 and 1955-56
F. H. BROWN	1950-52
S. P. GODFREY	1951-53 and 1958-59
W. M. STEWART	1952-57
C. S. HINTON	1953-55
A. C. O. ALLEN	1955-60
C. S. MORRIS	1956-61
C. L. BACON	1959-66
M. T. HUNTER	1960-61
E. T. BEAVEN	1961-72
J. O. RENAUT	1962-63
H. W. MILLARD	1963-71 and 1982-
R. D. BECKWITH	1967-69
B. M. K. JONES	1968-74 and 1976-82
M. A. K. BRAWN	1970-74
B. F. CARTER	1971-78
B. E. NEILL	1972-
J. O. SUNDERLAND	1974-82
R. J. SNELL	1974-76
T. B. LeBAS	1978-
J. SHEEHAN	1982-85
P. GAMBLE	1985-

CAPTAIN

1868-69 — In this season two Captains of Boats were elected:—
Rev. E. A. LINGARD and J. H. HERDSON.

It is notable that, until well into this century the Captain virtually ran the club, presiding at all committee meetings. However the move to Kerrs Reach and the very difficult problems that arose as a result meant that the Captain was required to give all his time to the running of the active rowing affairs and the organising of members for building work, fundraising etc., so that the President and other senior members took a more active part in the business side of the Club.

1869-70	Rev. E. A. LINGARD
1870-72	J. H. HERDSON and 1873-74
1872-73	A. F. N. BLACKISTON and 1874-75
1875-80	J. O. JONES and 1884-89
1880-81	L. M. OLLIVIER
1889-91	E. M. BOULTON
1891-93	N. L. McBETH and 1895-96
1893-95	H. F. NICOL
1896-98	A. L. SMITH
1898-1902	F. I. COWLISHAW and part 1902-03
1902-03	W. A. O'CALLAGHAN (part)
1903-05	J. R. MORRISON
1905-06	A. L. STYCHE
1906-09	H. S. AYERS
1909-11	F. W. DUNNAGE
1911-13	R. E. LAKE
1913-20	W. H. EVANS
1920-22	V. D. HEWER
1922-24	H. S. HOBBS
1924-26	F. H. BROWN
1926-27	F. W. M. COWLISHAW
1927-29	D. S. BOYD
1929-30	E. F. L. HILL
1930-31	A. R. DOUGLAS
1931-33	J. B. TAYLOR
1933-34	J. O. McGIFFIN
1934-35	C. R. HERVEY
1935-36	C. R. HERVEY
	D. S. GUNN
1936-37	D. S. GUNN
1937-38	W. M. GRAHAM
1938-39	C. G. BUCHANAN
1939-40	C. G. BUCHANAN
	J. M. STEEDS
	J. G. BELL

1940-41	G. MILNE
	C. S. HINTON and 1945-47
1941-42	C. S. HINTON
1943	
1944	M. T. HUNTER
1944-45	R. J. HAMPTON
1946-48	L. G. BELL (part)
1948-49	D. F. SYMON
	D. J. S. COOK
1949-50	I. M. VODANOVITCH
	F. J. CULLEN
1950-51	F. J. CONNAL
	F. J. CULLEN
1951-53	R. D. BECKWITH
1953-54	B. M. K. JONES
1954-57	E. R. McCALMAN and 1958-60 and 1961-62
1957-58	C. J. SEWELL
1960-61	B. F. CARTER
1962-63	D. R. RASTRICK
1963-65	B. E. NEILL
1965-68	B. K. PETTIGREW
1968-72	T. B. LeBAS
1972-74	R. A. PICKRILL
1974-77	R. V. ALLEN
1977-78	B. G. ROWE
1978-79	P. E. C. GAMBLE
1979-82	J. SHEEHAN
1982-	C. C. DUNCAN

DEPUTY CAPTAIN

1875-76	H. TEMPLER (First recorded holder)
1876-77	T. GRIERSON
1877-80	L. M. OLLIVIER
1880-82	J. R. EVANS
1882-83	M. KILGOUR
1883-84	A. C. LEAN
1884-85	A. L. SMITH
1885-89	E. M. BOULTON
1889-95	J. R. EVANS
1895-96	F. I. COWLISHAW
1896-97	L. W. APPLEBY
1897-99	J. R. EVANS
1899-1902	H. FROST
1902-03	J. R. MORRISON

1903-05	G. D. McILRAITH
1905-06	R. E. LAKE
1906-08	E. R. GUTHRIE
1908-10	H. S. HOBBS
1910-12	J. S. GUTHRIE
1912-13	F. R. DUNSFORD
1913-14	F. A. BRITTAN
1914-17	V. D. HEWER
1917-19	A. C. PINWELL and 1921-22
1919-20	M. J. GUTHRIE
1920-21	W. M. STEWART
1922-23	H. B. H. KNIGHT
1923-25	S. P. GODFRÉY
1925-26	R. R. C. SPOONER
1926-28	H. L. STEPHENSON
1928-29	F. C. GODFREY
1929-30	W. J. BROWN
1930-31	C. G. MORRISH
	L. G. vanSLYKE
1931-32	H. C. HOLLAND
1932-33	J. O. McGIFFIN
1933-35	J. B. TAYLOR and 1936-38
1935-36	D. St. C. GUNN
1938-39	J. M. STEEDS
1939-40	J. M. STEEDS
	D. S. HAMILTON
	G. MILNE
1940-41	A. E. G. ROGERS
1941-42	R. J. HAMPTON
1944	W. W. YOUNG
1945	D. St. C. GUNN
1945-46	K. G. KNIGHT
1946-47	H. W. MILLARD
1947-48	C. S. HINTON
1948-49	D. J. S. COOK
	M. O. BROOME and 1949-50
1950-51	R. D. BECKWITH
	F. J. CULLEN
1951-53	B. M. K. JONES and 1961-62
1953-54	E. R. McCALMAN
1954-56	R. D. BECKWITH
1956-57	P. J. R. SPOONER
1957-58	E. R. McCALMAN
1958-60	E. J. MARTIN
1960-61	M. C. CORSBIE
1962-63	R. D. TRUSCOTT
	B. E. NEILL

1963-64	P. M. SIMPSON
1964-65	B. W. WALFORD
1965-66	B. E. NEILL
1966-67	A. J. SCOBLE
1967-68	T. B. LeBAS
1968-69	B. K. PETTIGREW
1969-70	R. A. PICKRILL
1970-71	M. P. ROBINSON
	R. G. SMITH
1971-74	M. P. ROBINSON
1975-78	C. J. MAYHEW
1978-81	C. C. DUNCAN

For the 1981-2 season the rules were changed to allow for one woman and one man Deputy.

1981-82	Margaret-Anne BARNETT
	C. C. DUNCAN
1982-83	Penny THOMSON
	A. MACKEY
1983-84	Penny THOMSON
	P. SUTHERLAND
1984-85	Jacqui DUNCAN
	P. SUTHERLAND
1985-86	Sarah WESTON
	D. HOLLAND

HONORARY SECRETARY

1861-62	S. BURNETT
1862-63	G. L. MELLISH
1863-65	W. F. MOORE
1865-67	Thos. DOUGLAS and 1868-69
1867-68	N. P. THOMPSON
1869-74	B. C. MOURNIER
1874-77	M. J. KILGOUR
1877-82	E. J. PAUL
1881-82	A. C. SALTMARSH
1882-83	SALTMARSH
	J. O. JONES
1883-85	A. JOHNSTON
1885-90	J. W. SMITH
1890-91	N. L. McBETH
1891-92	J. M. LAURIE
1892-98	F. W. DUNNAGE
1898-1901	A. L. STYCHE and 1902-04

1901-02	G. J. ROBERTSON
1905-09	L. V. COMERFORD
1909-10	F. A. BRITTAN
1910-11	L. J. CAMPBELL
1911-14	R. J. HOBBS
1914-17	M. J. GUTHRIE
1917-18	A. C. PINWELL
1918-21	R. R. C. SPOONER
1921-22	F. J. STEWART
1922-23	D. M. ROBERTSON
1923-25	R. A. MORGAN
1925-26	C. E. OWEN
1926-27	E. F. L. HILL
1927-29	W. J. BROWN
1929-31	H. C. HOLLAND
1931-33	I. G. MORAY-SMITH
1933-34	C. R. HERVEY
1934-35	W. O. POULTON
1935-36	J. E. STEWART
1936-37	S. M. GRAY
1937-39	W. BARNETT
1939-40	F. C. PRESTON
	J. B. TAYLOR
1940-41	W. BARNETT
	J. F. ASPELL
1944-45	D. T. A. BULLICK
	E. K. MILLETT
1945-46	F. I. COWLISHAW (Jnr)
1946-47	M. L. NEWMAN
1947-48	D. J. S. COOK
1948-49	W. A. S. ARMOUR
	I. M. VODANOVICH
1949-50	R. D. BECKWITH
	P. J. A. PAGE
	T. KELLY
1950-51	J. G. MOULTON
	B. M. K. JONES
1951-52	F. J. CULLEN
1952-54	C. S. HINTON
1954-55	F. J. CONNELL
1955-56	K. A. McKAY
1956-57	R. D. BECKWITH
1957-58	B. CADOGAN
1958-61	C. J. O'H. TOBIN
1961-62	S. L. AMYES
1962-63	J. O. SUNDERLAND and 1971-74

1963-67	P. J. DEARSLEY
1967-70	P. B. O'BRIEN
1970-71	M. P. ROBINSON
1974-77	A. J. SCOBLE
1977-79	T. W. JUST
1979-81	T. A. COULL

Alan Coull resigned during 1980-81 and the Club's first woman secretary Joyce McHERRON was elected. She was married during the year and re-elected.

1981-83	Joyce MACKEY
1983-84	Katherine WYATT
1984-85	Maryanne CAMERON
	Kerry NORTON
1985-	P. B. O'BRIEN

HONORARY TREASURER

1861-62	J. H. TRIBE
1862-63	D. McDONALD
1863-64	W. F. MOORE
1864-65	D. McDONALD
1865-67	Thos. DOUGLAS and 1876-77
1867-69	W. H. CHURTON
1869-71	E. DENHAM and 1873-75
1871-73	J. MILLS
1875-76	T. GORDON
1877-78	T. J. GRIERSON
1878-79	J. E. BREWSTER
	Thos. TAYLOR
1879-80	A. C. SALTMARSH
1880-81	C. D. TURNER
1881-84	J. O. JONES
1884-85	E. M. BOULTON
1885-87	A. L. SMITH
1887-88	A. JOHNSON
1888-92	C. F. TURNER
1892-93	J. M. LAURIE
1893-95	F. W. HOBBS
1895-98	A. L. STYCHE
1898-99	F. E. WRIGHT
1899-1900	S. G. STYCHE
1900-01	Chas. PARKER
1901-02	K. W. FISHER
1902-08	H. S. HOBBS
1908-09	L. HOPKINS

1909-10	F. A. BRITTAN
1910-11	R. B. BURN
1911-12	F. L. BUTTLE
1912-13	L. J. CAMPBELL and 1914-16
1913-14	F. L. SÄPSFORD
1916-17	H. LAWRY
1917-18	W. F. STROUTS
1918-19	E. L. CHEESMAN
1919-21	H. B. H. KNIGHT
1921-22	S. P. GODFREY and 1928-30
1922-23	F. H. BROWN and 1930-31
1923-25	N. WALKER
1925-26	G. H. ARNOLD
1926-27	W. J. BROWN
1927-28	E. F. L. HILL
1931-32	S. W. COX
1932-33	C. H. PERKINS
1933-35	M. D. WATTS
1935-36	R. O. FOSTER
1936-37	W. M. GRAHAM and 1938-39
1937-38	E. CAMERON
1938-39	C. C. ORSULICH
1939-40	F. J. CULLEN and 1946-47
1940-41	C. S. HINTON and 1951-53
1941-45	J. B. TAYLOR
1945-46	E. K. MILLETT
1947-48	D. H. K. STEWART
1948-49	D. R. M. PINFOLD
1949-50	R. H. WALKER
1950-51	J. McKEEFY
	N. K. WHITFIELD
	G. ROGERS
1953-54	F. W. HARLAND
1954-55	B. M. K. JONES
1955-57	B. F. CARTER and 1960-69
1957-60	J. D. WARD
1960-61	J. R. NICHOLLS
1969-72	J. G. RADFORD and 1975-79
1972-74	R. J. SNELL
1974-75	M. R. POWLEY
1979-82	D. McINTOSH
1982-83	M. FRASER
1983-84	Kath. WYATT
1984-85	Heather BUTLER
1985-	Bessie KILBRIDE

HONORARY AUDITOR

The first recorded reference to this position appears in the Annual Report for 1875-76. It is a measure of the growing importance and complexity of the auditors duties, and hence the increasing burden thrown upon this and other honorary positions that the total expenditure in 1876 was under 700 dollars with Assets under \$1500. In 1983 these figures were 16,000 and nearly 50,000. The Club is deeply indebted to these men who have mostly worked in the background.

1875-79	E. S. HARLEY
1879-84	J. OLLIVIER
1884-85	H. E. ALLPORT
1885-89	J. MORTON OLLIVIER
1889-90	(J. O. JONES (N. L. McBETH
1890-91	(J. O. JONES (J. W. SMITH
1891-92	(J. O. JONES (J. F. DUFF
1892-93	(J. B. LAURENSEN (F. W. HOBBS
1893-94	(J. B. LAURENSEN (E. F. NICOLL
1894-95	(J. B. LAURENSEN (C. F. TURNER
1895-96	(J. F. LAURENSEN (H. R. HOMAN
1896-98	(F. E. WRIGHT Jnr. (H. R. HOMAN
1898-1908	(J. W. K. LAWRENCE (F. E. WRIGHT
1908-17	(F. E. WRIGHT (E. J. TAYLOR
1917-25	(E. J. TAYLOR (J. W. K. LAWRENCE
1925-27	(J. W. K. LAWRENCE (F. W. DUNNAGE
1927-28	F. W. DUNNAGE
1928-32	(F. W. DUNNAGE (J. W. K. LAWRENCE
1932-41	(F. H. BROWN (J. W. K. LAWRENCE
1941-49	(F. H. BROWN (A. C. O. ALLEN
1949-60	(A. C. O. ALLEN (C. L. BACON

1960-61	(C. L. BACON (D. J. S. COOK
1961-63	(C. L. BACON (A. H. H. MARTIN
1963-66	(D. J. S. COOK (M. L. NEWMAN
1966-71	J. W. TURNBULL
1971-	J. W. WHEELANS

LIFE MEMBERS

The provision for electing Life Members was first proposed at the Annual Meeting on September 5th 1879 and immediately that motion was passed the first four gentlemen were elected. The second date is that when they first joined the Club.

1879	R. J. S. HARMAN	1863
	A. F. N. BLAKISTON	1863
	S. S. REVENS	1868
	R. D. THOMAS	1866
1880	Thos. DOUGLAS	1863
	E. DENHAM	1868
1884	L. M. OLLIVIER	1874
1886	J. J. COLLINS	1871
1889	J. O. JONES	1873
1891	E. M. BOULTON	1883
1892	A. E. LINGARD	1865
1898	F. W. DUNNAGE	1877
	A. L. SMITH	1880
1899	Mrs R. D. THOMAS	1899
	J. R. EVANS	1875
1901	N. L. McBETH	1899
1903	F. L. COWLISHAW	1894
1920	W. H. EVANS	1902
	H. S. AYERS	1897
	J. R. FULLER	1897
1922	W. S. GODFREY	1918
	V. D. HEWER	1910
1928	R. J. HOBBS	1901
	A. L. STYCHE	1893
1929	F. H. BROWN	1920
1933	W. J. BROWN	1926
	A. R. DOUGLAS	1929
	S. P. GODFREY	1918
1937	C. H. CLEMENS	1918
1938	Mrs J. R. EVANS	1916

1940	D. St. C. GUNN	1918
	J. B. TAYLOR	1927
1950	C. G. BUCHANAN	1933
	C. S. HINTON	1938
1955	E. F. NICOL	1890
	W. M. STEWART	1915
1956	F. J. CONNELL	1946
1958	S. W. COX	1929
	H. S. HOBBS	1899
1959	E. R. McCALMAN	1947
1960	R. D. BECKWITH	1948
1961	B. M. K. JONES	1949
1965	M. T. HUNTER	1931
1968	J. O. RENAUT	1932
1969	B. F. CARTER	1953
1971	T. B. LeBAS	1965
1978	J. O. SUNDERLAND	1957
	B. E. NEILL	1955
1979	T. W. JUST	1964
1982	H. W. MILLARD	1934

IN MEMORIUM

1914-18

BAXTER E.	FOOTE D. A.	LIVINGSTONE A. R.
BURN W. A.	FOSTER J. G.	LIVINGSTONE E. J.
BURNS T. L.	FAIRBAIRN W.	NEWMAN L. C.
BEAUMONT B. B.	FITCH R. D.	PETRE R. J.
BRISTED E. G.	GLEN J. S.	PAYLING A. G.
BRITTAN H. R.	GUDGEON R.	PARSON L. H.
COGAN D. E.	GUTHRIE E. R.	SAPSFORD F. L.
COCHRANE E.	GUTHRIE G. W.	SIME N. R.
CHAMBERS R. C.	HERMAN R. P.	WHITCOMBE D. J.
FOX C. D.	JOHNSON S. F.	WILSON L.
		WALLACE H. C.
		WAIT J. R.

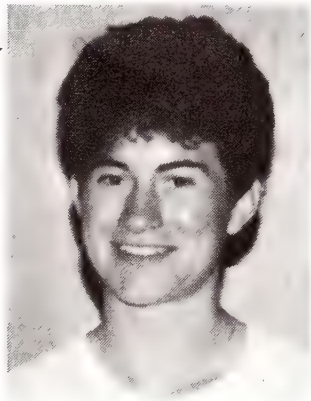
1939-45

BARNETT W.	CAREY G. W.	FOSTER O.
BRISTED F. C.	DOBSON C. D.	HOBBS A. M.
CAMERON E.	EVERIST W. E.	STEEDS J. E. M.
		WHITE R. W. K.

NEW ZEALAND REPRESENTATIVES

1888 Inter-State Championship Fours, Sydney.
A. L. SMITH, H. F. NICOL, E. M. BOULTON, F. H. SHAW
(Cox). (F. W. Dunnage, the fourth member of the N.Z.
Champion four was unable to go and was replaced by F. A.
Styche of Napier.)

- 1896 Inter-Colonial Championship Four, Sydney.
J. Y. DALY.
- 1925 New South Wales Championship Eights, Sydney.
F. H. BROWN, H. S. AYERS (Coach), A. H. EASTWOOD (Cox).
- 1928 Olympic Games, Amsterdam. (Did not travel through lack of funds). Eight.
F. H. BROWN, C. S. MORRIS, AYERS (Coach), EASTWOOD (Cox).
- 1930 Empire Games, Canada. Eight.
C. F. GILBY, R. J. HOBBS (Manager), AYERS (Coach), EASTWOOD (Cox).
- 1932 Olympic Games, Los Angeles, Eight.
S. W. COX.
- 1965 Australia-N.Z. Test series, Australia. Pairs.
G. B. WALFORD.
- 1968 Olympic Games, Mexico. Eight.
M. BROWNLEE, T. W. JUST.
- 1971 Australia-N.Z. Colts series, Australia. Eight.
J. LOPAS, J. O. RENAUT (Manager).
- 1973 Australia-N.Z. Colts series. Australia. (Senior B).
B. C. ALLEN, J. O. RENAUT (Manager).
- 1981 Senior B. Men; Premier Women; Premier Lightweight men v. Australia.
Womens Four M. BARNETT, P. THOMSON. Lightweight single, C. DUNCAN.
- 1982 Ditto v. Australia in Australia.
Colts eight A. THORPE. Womens four M. McCOY, J. SAUL, P. THOMSON, D. HOLLAND (coach).
- 1983 Ditto v. Australia in N.Z.
Womens Four M. McCOY, J. SAUL, D. HOLLAND (Coach).
Lightweight Four G. HARDWICKE, C. DUNCAN.
- 1985 Ditto. Womens Four P. BAKER.
Junior series v. Australia. Girls eight D. PEPPERELL.
- 1986 Commonwealth Games, Edinburgh. World Championships, Nottingham.
Womens Lightweight Singles P. BAKER
Junior series v. Australia.
Girls four D. PEPPERELL
Colts series v. Australia.
Womens four D. PEPPERELL



*Philippa Baker
Commonwealth Silver Medallist*

Club members who have been office holders in the N.Z. Rowing Association:

President

1888	J. O. JONES
1889-90	R. J. S. HARMAN
1892-93	A. E. G. RHODES
1900-01	A. E. G. RHODES
1905-06	R. HEATON RHODES
1930-31	S. G. STYCHE (then in Otago)
1941-42	R. J. HOBBS

Vice-Presidents

1887-88	F. Fuller
1894-95	E. M. Boulton
1900-01	F. I. Cowlshaw
1927-29	H. Ayers
1940-41	R. J. Hobbs
1942-44	R. J. Hobbs
1976-79	J. O. Renaut
1984-	E. R. McCalman

Secretary-Treasurer

1899-01	E. M. Boulton
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Secretary

1965-72	E. R. McCalman
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Treasurer

1983-86	D. W. S. Moloney
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Provincial Representatives

1893-99	J. F. Grierson
1899-1902	N. L. McBeth

Councillors

1893-96	L. O. H. Tripp
1925-32	C. F. Turner
1945-56	F. G. Oborn
1952-57	F. J. Cullen
1953-56	L. L. Hosking (Chairman 55-56)
1959-61	W. M. Graham
1963-64	E. R. McCalman
1966-76	L. L. Hosking
1972-	E. R. McCalman (Chairman 76-83)
1966-73	E. J. Martin
1967-77	C. A. Martin (Asst. Sec. 67-74)
1980-84	R. J. Joyce
1981-84	P. B. O'Brien (Asst. Sec. 81-84)

Selectors

1924-25	H. Ayers
1962-64	A. H. Gould

Two dates are given when a coxswain becomes an Active Member

Alphabetical List of Members with date of Joining.

A.

ABLEY H. A. 1923
ACLAND J. D. 1887
ACLAND M. D. 1931
ACLAND T. 1868
A'COURT F. C. 1906
A'COURT H. D. 1934
ACTON-ADAMS H. 1888
ADAMS C. G. 1973
ADAMS J. 1911
ADAMS J. 1985
ADAMS J. R. W. 1969
ADAMS W. J. 1972
ADAMSON J. 1911
ADAMSON P. 1925
ADLEY H. A. 1903
AGER F. T. 1907
AITCHESON B. P. 1956
AITKEN H. 1897
AKINS D. A. 1928
ALAN W. 1898
ALABASTER J. C. 1882
ALCOCK P. C. M. 1946
ALDOUS H. 1950
ALEXANDER D. 1929
ALEXANDER G. 1986
ALEXANDER J. 1969
ALLARD C. 1874
ALLEN - 1911
ALLEN A. B. 1878
ALLEN A. C. O. 1919
ALLEN B. C. 1972
ALLEN D. 1977
ALLEN J. E. 1878
ALLEN N. M. 1975
ALLEN R. J. 1934
ALLEN R. V. 1969
ALLEN W. 1891
ALLEY R. 1915
ALLINGTON Mrs. 1906
ALLISON F. M. 1877
ALLISON H. 1878
ALLISON R. B. 1948

ALLOWAY A. J. 1893
ALSTON D. V. 1929
AMBROSE N. D. 1910
AMES - 1870
AMODEO C. 1960
AMYES A. 1887
AMYES A. E. 1961
AMYES Mrs. A. E. 1961
AMYES S. L. 1955
ANDERSON A. 1877
ANDERSON A. C. 1906
ANDERSON Miss A. E. 1929
ANDERSON A. H. 1875
ANDERSON A. S. 1941
ANDERSON F. 1890
ANDERSON F. W. 1881
ANDERSON J. 1868
ANDERSON J. (Junr.) 1875
ANDERSON J. W. 1893
ANDERSON K. L. 1958
ANDERSON O. W. B. 1911
ANDERSON W. 1934
ANDERSON W. M. 1925
ANDREW E. E. 1930
ANDREWS A. S. 1934
ANDREWS C. 1965
ANDREWS J. 1910
ANDREWS W. D. 1872
ANDREWS W. N. 1935
ANGLAND R. W. 1953
ANSON A. V. 1874
ANSON G. E. 1898
APPLEBY A. 1880
APPLEBY H. 1896
APPLEBY L. W. 1893
APPLEBY R. 1898
ARCHDALE J. 1982
ARCHER A. 1899
ARCHER B. C. 1972
ARCHER R. J. 1934
ARCHER S. R. 1911
ARENAS Miss M. 1905
ARMIT W. 1921
ARMITAGE G. W. 1884

ARMOUR W. A. 1947
ARMSTRONG A. 1984
ARMSTRONG D. S. 1961
ARMSTRONG F. 1913
ARMSTRONG I. D. 1938
ARMSTRONG J. 1975
ARMSTRONG R. B. 1954
ARMSTRONG T. 1925
ARMSTRONG W. T. E. 1951
ARNOLD G. H. 1921
ARNST I. D. 1948
ARTHUR M. J. B. 1961
ARTHUR R. C. 1901
ARTHUR S. H. 1900
ASHBY G. F. 1945
ASHTON S. L. 1919
ASPELL J. 1933
ATAK W. G. 1875
ATAK W. H. 1875
ATCHISON A. 1901
ATHFIELD I. C. 1955
ATKINS D. A. 1928
ATKINSON J. S. 1893
ATKINSON T. E. 1947
ATKYNs M. C. 1871
AUBREY C. M. 1980
AUSTIN A. 1914
AUSTIN P. J. 1978
AUSTIN R. 1884/1897
AUSTIN R. 1972
AVERILL A. W. 1898
AVERILL T. L. F. 1947
AYERS H. S. 1897
AYERS Mrs. H. S. 1906
AYERS I. D. 1954
AYERS Miss K. C. 1925
AYERS L. S. 1922
AYNSLEY H. 1879

B.

BABBINGTON A. H. 1952
BACHELOR R. S. 1919
BACON C. L. 1922

BADGER Miss C. 1906
 BADGER H. T. 1905
 BAILEY D. D. 1922
 BAILEY W. F. 1984
 BAIN A. E. 1906
 BAIN J. 1910
 BAIN Jas. 1892
 BAIN Miss M. 1905
 BAIN W. H. 1873
 BAIRD A. L. 1883
 BAIRD J. McV. 1885
 BAIRD R. M. 1879
 BAKER Miss 1899
 BAKER D. 1901
 BAKER E. R. 1918
 BAKER H. 1887
 BAKER H. E. 1872
 BAKER L. W. 1905
 BAKER O. F. 1904
 BAKER P. 1982
 BAKER R. A. 1913
 BAKER T. S. 1873
 BAKER W. A. 1875
 BAKER W. E. 1921
 BAKER W. J. 1934
 BALFOUR T. W. 1867
 BALLANTYNE C. H. 1906
 BALLANTYNE C. T. 1925
 BALLANTYNE E. M. 1886
 BALLANTYNE J. 1872
 BALLANTYNE J. M. 1901
 BALLARD J. 1874
 BAMBERY L. S. 1930
 BAND M. 1985
 BARCLAY W. M. 1956
 BARDON S. C. 1972
 BARKER A. C. M. 1905
 BARKER A. H. 1902
 BARKER D. 1901
 BARKER F. 1879
 BARKER F. F. 1872
 BARKER G. 1965
 BARKER H. L. 1903
 BARKER R. E. 1910
 BARKER T. V. 1875
 BARKER W. H. 1969
 BARNDON T. 1969
 BARNES A. 1878
 BARNES C. E. 1936
 BARNES D. 1906
 BARNES E. P. 1863
 BARNES H. R. 1905
 BARNES J. N. 1901
 BARNES L. G. 1961
 BARNETT M. A.
 (Withers) 1979
 BARNETT M. C. 1900
 BARNETT M. E. 1913
 BARNETT M. O. 1906
 BARNETT R. L. 1972
 BARNETT S. F. 1907
 BARNETT T. 1875
 BARNETT W. 1934
 BARNETT W. E. 1905
 BARRACLOUGH A. D. 1944
 BARRETT A. 1919
 BARRETT L. P. 1918
 BARRETT R. G. 1951
 BARRETT S. F. 1929
 BARRON P. K. 1972
 BARRON W. G. 1927
 BARRY S. J. 1975
 BARRY W. 1936
 BARTER L. J. 1937
 BARTLEY E. 1900
 BARTLEY K. 1981
 BARTLEY R. L. 1904
 BARTON A. S. 1873
 BARTRUM J. 1902
 BASSETT E. 1899
 BASSETT E. J. 1924
 BASSETT K. 1896
 BASSETT T. 1875
 BATCHELOR G. L. 1954
 BATCHELOR R. F. 1918
 BATCHELOR S. H. 1897
 BATE J. W. 1874
 BATHURST — 1880
 BAXTER A. G. 1903
 BAXTER E. 1908
 BAXTER E. R. 1909
 BAXTER G. 1968
 BAXTER M. I. 1961
 BAXTER W. 1884
 BAYLY — 1868
 BAYNES A. 1896
 BEADEL W. 1894
 BEAMISH H. 1937
 BEAN W. L. 1882
 BEAN W. S. 1874
 BEARDSLEY A. 1905
 BEATTIE Miss E. 1901
 BEATTIE W. E. 1902
 BEATTIE Miss W. M. 1906
 BEATTY L. J. 1971
 BEAUCHAMP G. 1899
 BEAUMONT G. 1912
 BEAUMONT J. 1875
 BEAUMONT R. B. 1912
 BEAVEN E. T. 1920
 BEAVEN Mrs. E. T. 1924
 BEAVEN Miss J. 1906
 BEAVEN J. S. 1954
 BEAVEN M. C. 1947
 BECKETT C. J. B. 1891
 BECKETT F. P. 1900
 BECKETT J. O'B. 1923
 BECKET T. N. 1929
 BECKWITH R. D. 1948
 BECKWITH Mrs. R. D.
 (Feast) 1962
 BEDNAREK M. 1982
 BEDNAREK S. 1984
 BEDWELL J. 1982
 BEEBY F. 1864
 BEERE W. A. 1971
 BEIJEN A. 1984
 BEIJEN I. 1984
 BELCHER E. A. 1913
 BELL Miss B. G. 1928
 BELL C. 1921
 BELL C. 1986
 BELL C. L. 1955
 BELL Mrs. C. L. 1957
 BELL C. S. 1890
 BELL E. 1894
 BELL J. A. 1937
 BELL J. L. T. 1918

BELL K. H. 1957
 BELL L. G. 1939
 BELL N. L. 1892
 BELL R. 1962
 BELL R. A. 1963
 BELL S. J. 1984
 BELL W. 1934
 BELL W. G. 1877
 BELLHOUSE D. 1899
 BEND R. 1944
 BENDALL A. N. 1870
 BENDALL A. T. 1899
 BENHAM Miss E. 1925
 BENHAM Miss J. 1926
 BENNETT A. W. 1872
 BENNETT Miss D. 1920
 BENNETT J. F. 1881
 BENNETT J. H. 1861
 BENNETT R. L. 1903
 BENNETT R. L. 1972
 BENSON J. C. 1959
 BERKELY Miss J. 1906
 BERKELY W. M. 1896
 BERRY A. G. 1922
 BERRY P. S. 1954
 BERWICK A. J. 1971
 BEST H. R. 1923
 BETHUNE H. K. 1882
 BETTS S. P. 1957
 BEVERAGE W. M. 1957
 BIGG-WITHER C. F. 1907
 BIGG-WITHER C. V. 1907
 BIGG-WITHER Miss K. 1908
 BIGG-WITHER R. R. 1908
 BILTON C. S. 1886
 BILTON H. C. 1902
 BINGHAM T. 1891
 BIRCH G. H. 1911
 BIRD J. A. 1886
 BIRKS L. 1903
 BISHOP L. W. 1913
 BISHOP R. C. 1878/1923
 BISHOP W. E. 1890
 BISSETT M. D. 1936
 BLACK A. W. 1946
 BLACK C. F. 1907
 BLACK E. W. 1902
 BLACK Miss F. M. 1905
 BLACK H. 1876
 BLACK H. P. 1894
 BLACK R. 1963
 BLACK R. F. 1890
 BLACK W. 1899
 BLACK W. E. 1893
 BLACK W. G. 1914
 BLACKBURN G. H. 1884
 BLACKBURN S. S. 1891
 BLACKBURN D. F. 1967
 BLACKWELL L. G. 1904
 BLAIR A. W. 1982
 BLAIR J. 1982
 BLAKE A. 1982
 BLAKE B. M. 1932
 BLAKELY O. H. 1922
 BLAKIE A. 1986
 BLAKIE C. 1956
 BLAKISTON A. F. N. 1863
 BLAKISTON C. D. 1889
 BLAKISTON C. R. 1864
 BLANCHARD C. 1935
 BLANCHE G. E. 1916
 BLANK A. R. 1906
 BLANK A. W. 1945
 BLAY W. 1982
 BLENKHORNE C. 1899
 BLICK R. O. 1941
 BLIGH R. 1884
 BLUCK W. 1886
 BLUNDELL T. S. 1876
 BLUNDEN A. A. 1928
 BLYTH A. H. 1885
 BLYTH G. W. 1930
 BLYTH H. E. 1900
 BOLDERO F. 1927
 BOLTON C. 1874
 BOND D. H. 1966
 BOND M. 1985
 BONE A. 1905
 BONE G. 1899
 BONNINGTON C. 1867
 BOOTH C. S. 1906
 BOOTH G. R. 1907
 BOOTH J. A. 1947
 BOOTH K. E. 1951
 BOOTH L. H. 1903
 BOOTH Miss S. 1952
 BOSERIO I. 1979
 BOSWELL A. J. 1921
 BOSWELL R. 1984
 BOSWELL T. 1874
 BOTTHAMLEY G. F. 1903
 BOULTER G. M. 1887
 BOULTON C. 1873
 BOULTON E. M. 1877
 BOULTON G. M. 1887
 BOULTON G. R. 1873
 BOULTON T. B. 1900
 BOULTON W. J. P. 1899
 BOURN G. A. 1891
 BOURNE C. F. 1896
 BOWDEN H. L. 1911
 BOWEN C. C. 1868
 BOWES H. 1935
 BOWKER H. 1888
 BOWKER H. L. 1911
 BOWLER Wm. 1862
 BOWLING O. E. 1902
 BOWMAN N. D. 1921
 BOWN F. A. 1921
 BOWRON G. 1875
 BOWRON M. 1873
 BOWRON W. G. 1911
 BOYCE K. F. 1947
 BOYCE R. J. 1963
 BOYD D. S. 1926
 BOYD Mrs. D. S. 1929
 BOYLE K. 1978
 BRADLEY C. R. 1889
 BRADSHAW A. J. 1924
 BRADY S. E. 1974
 BRAWN M. A. 1957
 BRAWN Mrs. M. A. 1969
 BRAY W. B. 1904
 BREMNER A. C. G. 1956
 BREMNER B. A. 1951
 BREMNER C. 1961
 BREMNER G. 1952
 BRENT H. C. 1915

BRETHERTON G. P. L. 1970
 BRETHERTON Mrs G. P. L.
 1971
 BRETHERTON J. A. 1936
 BREWER R. 1979
 BREWER W. H. 1898
 BREWIS S. G. R. 1921
 BREWSTER J. E. 1875
 BRIDGE C. H. 1886
 BRIDGE G. C. 1871
 BRIDGEMAN C. O. 1921
 BRIDGER C. 1985
 BRIDGES G. G. 1879
 BRINKMAN J. 1975
 BRISTED E. G. 1914
 BRISTED G. C. 1871
 BRISTED J. 1911
 BRITT D. F. 1971
 BRITTAN A. G. 1870
 BRITTAN F. 1969
 BRITTAN F. A. 1896
 BRITTAN F. H. 1871
 BRITTAN G. 1970
 BRITTAN H. B. 1902
 BRITTENDEN W. J. 1970
 BROAD L. 1891
 BROADHURST — 1886
 BRODIE K. 1970
 BROMLEY W. G. 1965
 BROOK C. 1890
 BROOK C. P. 1877
 BROOK M. W. 1974
 BROOK W. P. 1887
 BROOKING E. C. 1903
 BROOK-SMITH H. L. 1921
 BROOK-TAYLOR Miss C.
 1908
 BROOME M. O. 1946
 BROOME M. W. 1974
 BROUGH A. M. 1982
 BROUGH R. 1976
 BROUGHTON F. 1888
 BROUGHTON R. 1864
 BROWN A. E. 1904
 BROWN C. 1912
 BROWN C. F. 1897
 BROWN C. T. 1899
 BROWN Miss E. 1905
 BROWN F. H. 1920
 Brown Mrs. F. H. 1926
 BROWN G. 1896
 BROWN H. P. 1905
 BROWN J. 1885
 BROWN J. 1911
 BROWN J. 1981
 BROWN J. H. 1946
 BROWN J. R. 1880
 BROWN Miss M. C. 1914
 BROWN M. S. 1899
 BROWN P. C. 1945
 BROWN P. W. H. 1901
 BROWN R. 1883
 BROWN W. G. 1910
 BROWN W. J. 1923
 BROWN W. J. 1962
 BROWN W. L. 1922
 BROWN W. M. 1913
 BROWNE J. 1918
 BROWNE K. H. 1978
 BROWNELL R. T. 1915
 BROWNLEE M. 1967
 BROWNLEE V. 1979
 BRUCE C. B. 1889
 BRUCE H. A. 1875
 BRUCE S. 1884
 BRUCE T. 1985
 BRUCE T. H. 1873
 BRUNSDEN P. C. 1958
 BRUNSDEN R. 1861
 BRUNT W. 1931
 BRUNTON J. 1933
 BRYDON N. 1973
 BRYDON R. J. 1972
 BRYSON J. 1932
 BRYSON R. 1932
 BUCHAN L. 1984
 BUCHANAN A. J. 1889
 BUCHANAN C. 1898
 BUCHANAN C. G. 1933
 BUCHANAN E. J. 1889
 BUCHANAN G. H. 1899
 BUCHANAN P. V. 1878
 BUCHANAN R. S. H. 1904
 BUCHANAN R. J. M. 1969
 BUCHANAN T. 1904
 BUCHANAN T. R. 1899
 BUCHANAN T. V. 1885
 BUCHANAN W. E. 1876
 BUCKERIDGE D. 1981
 BUCKERIDGE E. 1897
 BUCKERIDGE J. E. 1952
 BUCKERIDGE M. 1982
 BUCKINGHAM I. A. 1951
 BUCKLAND F. E. 1885
 BUCKLEY W. F. N. 1892
 BUCKWORTH C. T. 1877
 BUCKWORTH E. F. 1878
 BUDD P. G. 1901
 BUDDLE H. C. 1905
 BUDDLE J. F. 1870
 BUDGE C. A. 1880
 BULL W. J. 1876
 BULLER W. B. 1867
 BULLICK D. T. A. 1941
 BULLICK T. A. 1882
 BULLOCK G. R. 1882
 BUNCE — 1874
 BUNNY E. 1886
 BUNTING W. J. 1911
 BUNZ A. 1900
 BUNZ L. 1900
 BURFORD W. S. 1922
 BURGESS A. 1978
 BURGESS R. T. 1937
 BURKE C. 1890
 BURKE M. J. 1905
 BURLING D. A. 1946
 BURN J. S. 1908
 BURN O. 1910
 BURN R. B. 1906
 BURNELL S. 1861
 BURNS A. 1965
 BURNS A. G. 1907
 BURNS H. W. M. 1907
 BURNS N. 1914

BURNS T. 1981
 BURNS T. L. 1912
 BURNS W. M. 1918
 BURNS — 1896
 BURNES D. J. S. 1890
 BURRELL W. 1911
 BURROWES G. W. 1889
 BURT T. R. 1891
 BUSH G. 1900
 BUSHELL A. 1900
 BUSHELL R. 1902
 BUSS Miss N. 1922
 BUSSELL H. R. 1901
 BUTCHER A. L. 1937
 BUTLER D. 1984
 BUTLER H. 1878
 BUTLER H. 1982
 BUTLER L. 1887
 BUTLER J. A. 1900
 BUTLER N. 1914
 BUTLER R. 1914
 BUTLER R. B. 1904
 BUTLER S. 1862
 BUTLER W. A. 1888
 BUTLER W. E. 1888
 BUTLER W. M. 1918
 BUTTERFIELD C. H. 1901
 BUTTERFIELD M. W. 1891
 BUTTERFIELD S. 1882
 BUTTERS Mrs. 1918
 BUTTERS K. G. 1911
 BUTTERWORTH H. R. 1887
 BUTTLE F. L. 1909
 BUTTLE H. N. 1908
 BUTTON B. 1900
 BUTTON E. L. 1911
 BUTTON G. 1911
 BUTTON H. E. 1923
 BUTTS G. 1887
 BUXTON Miss E. 1905
 BYFORD Mrs. 1905
 BYFORD M. A. 1928
 BYFORD P. A. 1875
 BYFORD S. E. 1904
 BYFORD S. W. 1975
 BYRNE A. E. 1908

C.

CADENHEAD D. J. 1978
 CADENHEAD M. 1984
 CADOGAN B. 1956
 CAIRNS D. 1899
 CAIRNS G. 1898
 CALDWELL C. F. 1906
 CALDWELL C. F. S. 1959
 CALDWELL D. 1947
 CALDWELL H. B. 1888
 CALDWELL Miss J. 1916
 CALDWELL Miss V. 1915
 CALDWELL W. A. 1915
 CALLENDAR G. 1878
 CALLENDAR J. 1868
 CALLENDAR W. 1870
 CALVERT I. 1944
 CALVERT M. 1984
 CALVERT R. J. 1885
 CAMERON D. L. 1904
 CAMERON E. 1936
 CAMERON L. G. 1910
 CAMERON M. 1982
 CAMERON W. L. 1911
 CAMERON W. S. 1904
 CAMPBELL Capt. 1861
 CAMPBELL A. H. 1883
 CAMPBELL D. 1880
 CAMPBELL E. F. N. 1884
 CAMPBELL J. 1874
 CAMPBELL J. A. 1897
 CAMPBELL J. C. 1901
 CAMPBELL J. D. 1887
 CAMPBELL J. H. 1901
 CAMPBELL H. V. 1911
 CAMPBELL L. J. 1909
 CAMPBELL L. K. 1969
 CAMPBELL M. S. 1863
 CAMPBELL R. B. 1949
 CAMPBELL R. H. 1871
 CAMPBELL W. D. 1902
 CANDY T. G. B. 1913
 CANNING D. 1874
 CANNON G. 1898
 CANNON J. 1871
 CANNON P. S. 1898
 CAPLIN H. E. 1944
 CAREW E. H. 1930
 CAREY G. 1935
 CAREY W. R. 1907
 CAREY W. 1947
 CARLISLE L. 1958
 CARLYLE L. 1935
 CARLYON R. A. 1953
 CARMICHAEL R. 1921
 CARPINTER R. 1984
 CARR R. 1958
 CARRICK A. 1872
 CARRIE I. M. 1958
 CARRINGTON C. J. 1955
 CARRINGTON R. 1948
 CARRON J. 1871
 CARRON R. 1874
 CARRUTHERS W. D. 1874
 CARRUTHERS W. M. 1882
 CARRYER K. G. 1954
 CARRYER S. J. 1957
 CARTER B. F. 1952
 CARTER Mrs. B. F. 1964
 CARTER B. G. 1964
 CARTER Miss E. 1905
 CARTER Mrs. M. A. 1956
 CASSERLEY J. 1955
 CATERER C. F. 1906
 CAUGHLEY R. 1902
 CAUSLAND R. J. 1885
 CAVERHILL J. W. 1872
 CAVERHILL T. 1879
 CAVERHILL T. H. 1875
 CHAMBERS J. N. 1913
 CHAMBERS R. C. 1913
 CHAMP C. 1912
 CHAMPION C. F. 1914
 CHARMAN G. L. 1934
 CHAPMAN P. W. P. 1944
 CHAPMAN R. 1882
 CHAPMAN-TAYLOR Miss
 1908
 CHARLESWORTH F. T.
 1888
 CHARMAN G. 1935
 CHATFIELD W. J. 1918

- CHEESMAN C. 1891
 CHEESMAN F. L. 1916
 CHESSON I. T. 1918
 CHESSON J. J. 1915
 CHILDS W. J. 1889
 CHILTON M. 1878
 CHINN T. J. 1959
 CHRISTENSEN P. R. 1966
 CHRISTIE L. C. 1915
 CHRISTIE L. P. 1923
 CHRISTIE T. B. L. 1931
 CHRYSTAL A. W. 1909
 CHRYSTAL G. J. 1915
 CHRYSTAL W. 1896
 CHRYSTAL W. L. 1913
 CHRYSTALL A. J. 1898
 CHRYSTALL P. T. 1915
 CHURCH B. 1872
 CHURTON W. A. 1867
 CLARIDGE D. P. 1923
 CLARK C. 1868
 CLARK C. G. 1914
 CLARK C. T. 1908
 CLARK D. N. 1958
 CLARK F. 1900
 CLARK F. 1914
 CLARK F. J. 1965
 CLARK G. L. 1932
 CLARK I. L. 1971
 CLARK L. E. 1928
 CLARK M. 1899
 CLARK R. J. 1913
 CLARK S. N. 1915
 CLARKE Miss A (McCalman)
 1951
 CLARKE G. A. 1874
 CLARKE G. S. 1973
 CLARKE J. L. 1903
 CLARKE L. P. 1907
 CLARKE W. 1907
 CLARKE Wilf. 1904
 CLARKSON G. 1917
 CLARKSON L. 1908
 CLAY F. 1870
 CLAY M. 1937
 CLAYTON E. D. 1973
- CLEMENS C. H. 1918
 CLEMENS Mrs. C. H. 1924
 CLEMENS Miss P. (Goggin)
 1920
 CLIBBORN C. H. 1901
 CLIFFORD H. H. 1893
 CLISSOLD E. M. 1879
 CLISSOLD F. 1884
 CLISSOLD G. 1878
 CLISSOLD L. M. 1887
 CLOSE D. 1977
 CLOUDESLEY T. 1922
 CLOUDESLEY T. P. 1956
 CLOUGHLEY J. 1944
 COATES G. W. 1891
 COATES L. 1872
 COBB R. 1868
 COBB W. H. 1875
 COBBY F. E. 1886
 COBHAM W. S. 1898
 COCHRANE E. 1913
 COCHRANE J. M. 1871
 COCKS D. E. 1910
 COCKS E. B. 1915
 COE G. H. 1883
 COE C. L. 1911
 COE E. F. 1910
 COGAN Miss 1903
 COGAN D. E. 1909
 COGAN H. B. 1912
 COGAN L. D. 1910
 COKER E. R. J. 1911
 COLCLOUGH W. J. 1886
 COLE J. A. 1934
 COLE L. G. 1868
 COLEBROOK C. 1884
 COLEMAN F. J. 1969
 COLLEDGE N. S. 1967
 COLLETT D. 1980
 COLLEY L. 1980
 COLLIE J. 1907
 COLLIER H. E. 1903
 COLLINS — 1873
 COLLINS J. G. 1903
 COLLINS J. J. 1871
 COLLINS W. 1874
- COLLYNS G. S. 1904
 COMERFORD E. 1900
 COMERFORD L. V. 1901
 CONIBEAR M. 1984
 CONDELL T. D. 1869
 CONDLIFFE Miss J. 1952
 CONN T. 1899
 CONNELL F. J. 1947
 CONNELL J. 1873
 CONNELL J. 1934
 CONNOLLY C. N. 1895
 CONNOLLY E. G. 1914
 CONNOLLY H. J. 1961
 CONSTANT E. C. 1913
 COOCH A. 1874
 COOCH A. W. 1909
 COOK A. W. 1908
 COOK C. H. H. 1878
 COOK D. J. S. 1946
 COOK J. D. 1968
 COOK J. S. 1983
 COOK R. 1862
 COOK S. 1877
 COOK T. C. 1882
 COOK W. E. 1875
 COOKE — 1861
 COOKE H. 1886
 COOKE L. E. 1918
 COOKE W. S. 1870
 COOKSON J. A. 1904
 COOPER A. 1908
 COOPER A. A. 1912
 COOPER A. H. 1868
 COOPER A. R. 1868
 COOPER A. R. 1928
 COOPER C. S. 1920
 COOPER C. T. 1922
 COOPER D. 1920
 COOPER D. A. 1917
 COOPER D. G. 1960
 COOPER H. A. 1889
 COOPER H. A. 1899
 COOPER H. L. 1907
 COOPER S. 1891
 COOPER W. H. 1903
 COOPER W. McD. 1879

CORBETT — 1861
 CORBETT F. 1878
 CORBETT J. 1976
 CORBETT L. E. H. 1884
 CORDERY E. L. 1929
 CORDERY H. S. 1918
 CORNER G. 1901
 CORNISH W. A. 1872
 CORRIGAN D. G. 1929
 CORSBIE C. B. 1923
 CORSBIE D. G. 1955
 CORSBIE M. C. 1955
 CORY-WRIGHT K. W. 1947
 COSTAIN M. 1970
 COSTAIN R. 1970
 COSTER E. L. 1875
 COSTER H. R. 1926
 COSTER J. L. 1868
 COTTERILL A. J. 1869
 COTTERILL F. 1900
 COTTERILL H. 1874
 COTTON C. F. 1932
 COTTON J. 1896
 COTTON J. G. 1946
 COULL A. 1947
 COUSINS H. 1984
 COUSINS R. T. 1862
 COUSINS T. C. 1882
 COUZINS M. C. 1933
 COWLISHAW F. I. 1894
 COWLISHAW Mrs F. I. 1909
 COWLISHAW F. I. (Junr)
 1944
 COWLISHAW F. J. 1879
 COWLISHAW F. W. M. 1906
 COWLISHAW J. M. 1906
 COWLISHAW T. L. 1888
 COWLISHAW W. M. 1899
 COWLISHAW W. P. 1870
 COX — 1911
 COX A. D. 1905
 COX C. M. 1980
 COX F. C. 1930
 COX N. D. 1918
 COX P. H. S. 1955
 COX R. N. S. 1956
 COX S. 1892
 COX S. 1898
 COX S. W. 1929
 COX Mrs. S. W. 1956
 COX W. E. S. 1893
 COXHEAD E. T. 1913
 COXON C. 1979
 CRADDOCK C. J. 1905
 CRADDOCK H. 1893
 CRADDOCK O. 1921
 CRADDOCK S. H. 1901
 CRAIG B. 1919
 CRAIG D. 1869
 CRAIG J. 1903
 CRANFIELD H. W. 1956
 CRANFIELD H. J. 1956
 CRAWFORD E. 1899
 CRAWLEY Jon. 1870/1876
 CRAWLEY J. 1880
 CREAN T. W. 1956
 CRESSWELL Miss O. 1905
 CRIDLAND D. 1980
 CROFT G. J. 1967
 CROKER E. R. J. 1911
 CROOKBAIN R. 1979
 CROSBIE C. F. 1918
 CROSBIE J. A. 1880
 CROSBIE R. P. 1961
 CROSBY A. R. 1954
 CROSS C. 1917/1923
 CROSS R. J. 1885
 CROSSEN T. I. 1954
 CROSSMAN Miss 1909
 CROWE A. S. 1918
 CROWLEY H. 1881
 CROXTON Miss C. A. 1914
 CROXTON C. H. 1888/1892
 CROXTON E. A. 1909
 CRYSTAL W. 1881
 CRYSTAL W. L. 1912
 CRUMP F. C. 1886
 CUDDON Miss E. 1908
 CUDDON E. 1911
 CUDDON E. W. 1907
 CUDDON F. E. 1889
 CUDDON R. E. 1924
 CUDDON R. E. B. 1913
 CUDDON R. F. 1884
 CUFF A. 1872
 CUFF L. A. 1884
 CUFF M. 1886
 CUFF W. C. 1874
 CULLEN F. J. 1936
 CULLEN J. A. 1940
 CULLENS P. 1936
 CULLENS A. B. 1932
 CULLENS W. B. 1934
 CUMMING L. 1979
 CUMMING R. E. 1940
 CUMMINGS D. 1875
 CUMMINS F. 1887
 CUMMINS N. S. 1984
 CUNNINGHAM J. 1878
 CUNNINGHAM M. 1985
 CUNNINGHAM P. 1881
 CURNOW H. 1879
 CURNOW P. M. 1897
 CURRIE A. E. 1903
 CURRIE A. R. 1932
 CURRIE G. N. 1967
 CURRIE S. A. 1972
 CUTHBERT Miss 1908
 CUTHBERT R. A. 1918
 CUTHBERT R. P. 1944
 CUTHBERT W. 1895
 CURTIS F. 1923

D.

DACRE — 1874
 DALE K. 1985
 DALEFIELD K. S. 1944
 DALGLIESH R. 1875
 DALLAS P. D. 1953
 DALSTON H. M. 1889
 DALTON G. C. W. 1938
 DALTON J. W. 1919
 DALTON S. P. 1914
 DALTRY H. J. 1903
 DALY J. Y. 1887
 DANN H. 1900
 DANN J. 1907

DANN N. 1899	DEARSLEY A. D. 1959	DIGBY H. W. L. 1901
DANNAHER D. 1945	DEARSLEY M. D. M. 1960	DIGNAN F. 1879
DANSEY H. D. 1900	DEARSLEY P. 1959	DIGNAN J. 1870
DANVERS C. R. 1864	De BOURBELL H. H. 1864	DILLON W. J. 1897
DAVENEY J. T. 1891	De CASTRO W. W. 1880	DINGWALL B. G. 1944
DAVIDSON D. K. 1965	DECK E. H. 1890	DIXON C. 1877
DAVIDSON F. H.	DEIGHTON H. A. 1892	DIXON H. H. 1897
DAVIDSON G. H. 1947	DeKORT Mrs M. 1985	DIXON M. 1875
DAVIDSON I. G. 1950	DeKORT M. 1979	DIXON R. 1879
DAVIDSON J. 1878	DeKORT R. 1979	DOBBIE T. P. 1961
DAVIDSON J. R. M. 1952	DELAMAIN C. 1879	DOBBS B. 1966
DAVIDSON K. 1978	DELAMAIN — 1905	DOBSON A. 1873
DAVIDSON K. 1978	DeLAMBERT P. 1984	DOBSON C. B. 1878
DAVIDSON P. 1975	DELILKHAN R. 1984	DOBSON C. D. 1937
DAVIDSON R. 1984	DENCH J. R. 1971	DOBSON D. 1913
DAVIDSON W. 1878	DENHAM C. 1896	DOBSON D. J. 1947
DAVIE F. 1874	DENHAM C. C. 1903	DOBSON R. 1872
DAVIE F. M. 1878	DENHAM C. I. 1901	DOBSON W. 1879
DAVIE J. E. 1871	DENHAM E. 1868	DOHERTY M. 1978
DAVIE M. 1872	DENHAM E. A. 1894	DOIG G. A. 1932
DAVIE R. 1934	DENHAM Miss 1900	DONALD W. 1891
DAVIES H. 1919	DENNISON L. H. 1912	DONALD Y. 1890
DAVIES J. F. 1928	DENNISON R. 1978	DONALD Y. W. B. 1918
DAVIES L. 1907	DENNISON T. A. R. 1907	DONALDSON J. S. 1904
DAVIES M. J. 1970	DENNISTON C. G. 1909	DONNELLY T. B. 1919
DAVIES R. H. 1912	DENT T. J. 1921	DORF Z. D. 1947
DAVIS Miss 1911	DENTON E. R. 1878	DOUBLEDAY W. F. 1902
DAVIS J. W. 1872	DENTON J. H. A. 1974	DOUGALL Miss C. 1907
DAVIS H. W. 1886	DeTHIER W. 1904	DOUGALL J. H. 1905
DAVIS M. J. W. 1945	DeROO L. 1932	DOUGALL L. A. 1905
DAVIS N. H. 1886	DERRY W. H. 1890	DOUGALL W. K. L. 1937
DAVISON Miss 1899	DeTROY W. 1863	DOUGLAS A. R. 1902
DAVISON G. H. 1947	DEVALL J. 1980	DOUGLAS A. R. 1929
DAWBER K. R. 1947	DeVEAUX F. R. 1892	DOUGLAS G. G. 1927
DAWSON A. 1875	DEVINE R. M. 1873	DOUGLAS G. M. 1873
DAWSON F. 1878	DEVENISH W. 1888	DOUGLAS H. McK. 1902
DAY E. C. 1918	DEWSBURY A. H. 1935	DOUGLAS J. 1887
DAY G. W. A. 1923	DIACK J. E. 1936	DOUGLAS N. M. 1912
DAY W. A. 1875	DIAMOND W. 1915	DOUGLAS R. 1907
DEACON C. 1878	DIBBLE F. C. 1925	DOUGLAS T. 1863
DEACON — 1871	DICK E. W. 1902	DOUGLAS W. McA. 1905
DEAKER J. A. 1954	DICK J. H. 1887	DOWD S. J. 1975
DEAKIN — 1886	DICKSON D. W. 1951	DOYLE P. J. H. 1978
DEAMER F. W. 1884	DICKSON R. H. J. 1975	DRAKE G. A. 1910
DEAMER W. 1874	DIEHL E. 1928	DRAKE J. 1875
DEANE L. 1903	DIGBY F. H. 1874	DRAKE W. 1911

DREWERY G. 1912
 DREWITT H. F. S. 1913
 DRUMMOND B. C. 1945
 DRUMMOND G. A. 1941
 DRUMMOND J. 1899
 DRUMMOND R. G. 1927
 DRURY C. G. 1923
 DRURY G. 1912
 DUDLEY C. H. 1901
 DUDLEY C. T. 1899
 DUDLEY C. F. 1871
 DUDLEY E. J. 1865
 DUDLEY W. M. 1895
 DUFF J. 1979
 DUFF J. F. 1884
 DUGDALE T. W. 1874
 DUGGAN D. 1974
 DUNBAR A. 1880
 DUNCAN Miss 1905
 DUNCAN A. 1868
 DUNCAN A. 1880
 DUNCAN A. 1915
 DUNCAN A. E. 1921
 DUNCAN C. 1867
 DUNCAN C. C. 1974
 DUNCAN F. 1874
 DUNCAN H. 1915
 DUNCAN J. 1927
 DUNCAN J. R. 1881
 DUNCAN J. Z. 1978
 DUNCAN M. 1871
 DUNCAN M. D. L. 1907
 DUNCAN M. W. 1941
 DUNCAN N. M. 1904
 DUNCAN P. H. 1870
 DUNCAN S. C. 1982
 DUNCAN S. J. 1910
 DUNCAN T. 1876
 DUNCAN T. H. 1904
 DUNCAN T. S. 1868
 DUNCAN W. 1870
 DUNFORD H. 1982
 DUNLOP J. N. 1903
 DUNN A. J. 1925
 DUNNAGE F. W. 1877
 DUNNAGE Mrs. F. W. 1905

DUNNAGE G. R. 1956
 DUNNAGE H. 1884/1894
 DUNNAGE J. L. 1950
 DUNNAGE W. H. 1877/1887
 DUNSFORD A. R. 1908
 DUNSFORD F. R. 1892
 DUNSFORD F. R. 1892
 DUNSFORD H. W. 1885
 DUNSFORD T. R. 1878
 DUTTON E. C. 1962
 DWYER B. 1967
 DYER A. 1956
 DYER M. 1967
 DYER P. 1958
 DYMCK W. 1869

E.

EADE F. 1931
 EALES M. P. 1929
 EAST E. W. 1930
 EAST G. 1929
 EASTWOOD A. H. 1920
 EASTERBROOK D. W. 1951
 EASTERFIELD T. E. 1934
 EATON H. A. 1935
 EDGAR C. 1915
 EDGAR C. H. 1880
 EDGAR W. T. 1878
 EARL P. G. M. 1980
 EDGE T. 1871
 EDWARDS N. W. 1890
 EDWARDS P. 1982
 EDWARDS R. D. 1914
 EDWARDS R. 1982
 EDWARDS S. 1881
 EGAN F. 1871
 EGGLESTON E. H. 1903
 EGGLETON F. D. 1960
 ELAM E. P. C. 1919
 ELDERTON J. P. H. 1957
 ELLENBROEK C. J. 1985
 ELLIS A. B. 1906
 ELLIS A. R. 1891
 ELLIS C. 1980
 ELLIS C. 1920

ELLIS D. W. 1932
 ELLIS J. W. 1909
 ELLIOT J. 1980
 ELLIOTT K. F. 1951
 ELMSLIE W. P. S. 1884
 ELSOM M. S. 1926
 ELSTON F. G. 1899
 EMERY L. A. J. 1912
 EMMETT G. J. 1952
 ENGLAND F. 1871
 ENGLAND H. 1871
 ENGLAND M. 1985
 ENGLAND W. 1879
 ENGLAND W. P. 1916
 ENSOR C. R. 1961
 ENSOR H. E. 1930
 ENSOR H. W. 1930
 ENSOR J. E. 1925
 ESSON H. E. 1930
 EVANS A. 1881
 EVANS F. 1880
 EVANS F. E. 1911
 EVANS F. W. 1910
 EVANS G. 1882
 EVANS G. 1899
 EVANS J. R. 1875
 EVANS Mrs J. R. 1910
 EVANS P. G. 1928
 EVANS T. R. 1929
 EVANS W. 1908
 EVANS W. H. 1902
 EVANS W. K. 1930
 EVETTS J. J. 1891
 EVERIST R. G. 1962
 EVERIST W. E. 1936
 EWER R. 1960
 EYES C. R. F. 1871
 EYES F. E. 1870

F.

FAIRBAIRN W. 1913
 FAIRHURST J. D. 1886
 FALK G. L. 1925
 FAMILTON R. J. 1947
 FANNING L. S. 1898

FARDELL J. R. F. 1969	FISHER H. T. 1886	FOSTER R. 1868
FARR E. D. 1872/1886	FISHER K. W. 1896	FOSTER R. F. 1906
FARRANT W. 1923	FISHER W. 1919	FOSTER R. O. 1933
FARRELL J. F. 1928	FISHER W. S. 1884	FOSTER T. 1935
FARRIER M. 1962	FITCH R. D. 1911	FOSTER T. H. 1895
FARRIER P. M. 1960	FITCH S. I. 1903	FOSTER T. W. 1895
FARROW C. G. 1908	FITZER Miss 1906	FOSTER — 1907
FARROW Miss. 1908	FITZER R. E. 1905	FOUNTAIN H. H. 1924
FAY D. M. 1976	FITZER W. H. 1910	FOUNTAIN Mrs. H. H. 1925
FEAR E. 1913	FITZGERALD J. F. 1971	FOX C. F. D. 1900
FEARN M. B. 1970	FITZGERALD M. 1980	FOX G. W. 1947
FEAST G. H. 1957	FITZPATRICK B. M. 1976	FOX H. I. S. 1918
FEAST H. S. 1918	FLANAGAN H. 1984	FOX O. F. D. 1905
FEAST Miss W. A.	FLAVELL C. H. 1918	FOX T. O. 1903
(Beckwith) 1957	FLEMING A. N. 1914	FRANCIS — 1872
FEENSTRA P. F. 1953	FLEMING L. N. 1903	FRANCIS A. A. 1922
FELDWICK H. 1873	FLEMING Miss R. 1922	FRANCIS C. 1902
FELDWICK L. 1910	FLEMING S. N. 1928	FRANCIS C. S. 1932
FELL G. R. 1902	FLEMING T. 1968	FRANCIS Miss E. M. 1903
FENNERTY R. T. 1897	FLESHER J. A. 1888	FRANCIS F. 1890
FENWICK Miss 1912	FLETCHER Miss 1901	FRANCIS H. J. 1906
FENWICK F. 1880	FLETCHER C. 1868	FRANCIS H. R. C. 1900
FENWICK H. S. 1887	FLETCHER E. 1877	FRANCIS H. W. 1868
FENWICK P. C. 1907	FLETCHER J. A. 1888	FRANCIS K. W. 1970
FENWICK Mrs. P. C. 1922	FLETCHER J. J. 1873	FRANCIS L. F. 1895
FERGUSON A. 1877	FLOCKTON C. 1876	FRANCIS R. G. S. 1952
FERGUSON C. 1908	FLOWER A. G. 1930	FRANCIS — 1905
FERGUSON C. A. 1910	FLOWER F. 1891	FRANKISH Miss C. 1905
FERGUSON F. D. 1880	FLOWER H. F. 1934	FRANKISH Mrs. 1904
FERGUSON H. F. 1914	FLOYD W. D. 1967	FRASER F. R. 1907
FERGUSON R. H. 1947	FLUTE A. E. 1949	FRASER G. H. 1954
FERRAR W. T. 1916	FOGARTY G. D. 1935	FRASER M. 1980
FIELD G. 1921	FOOKES A. A. 1875	FRASER N. 1906
FIELD J. S. 1878	FOOTE A. A. 1911	FRASER Mrs M. 1985
FINCH C. E. 1906	FORBES L. 1907	(DeKort)
FINCH H. E. 1910	FORD C. R. 1907	FRASER P. E. 1944
FINLAY A. 1885	FORD G. 1878	FRASER W. M. 1892
FINLAYSON J. 1893	FORDHAM P. R. 1902	FRATER G. H. 1926
FINN A. L. 1878	FORREST R. 1958	FRENCH — 1872
FIRTH R. B. S. 1947	FORRESTER Miss E. 1930	FRENCH G. H. 1938
FISHER Miss 1901	FOSSE P.C.	FRENCH J. R. 1869
FISHER A. E. 1945	FOSTER A. 1874	FREW G. C. 1942
FISHER C. E. 1890	FOSTER A. E. 1903	FROST H. — \$@x
FISHER J. A. 1900	FOSTER A. M. 1937	FROST H. 1894
FISHER J. B. 1882	FOSTER J. G. 1901	FROST T. W. 1869
FISHER J. T. 1864	FOSTER P. A. 1959	FRY Miss M. 1930

FRYER F. C. 1905
 FULLER A. A. 1924
 FULLER J. 1890
 FULLER J. R. 1898
 FULLER L. F. 1887
 FULLER R. S. S. 1952
 FULTON — 1874
 FULTON B. S. 1894
 FYFE D. A. 1974
 FYFE P. J. 1974

G.

GALE J. H. 1908
 GALLAGHER B. M. 1974
 GALLAGHER G. 1924
 GALLOWAY J. 1967
 GAMBLE P. E. C. 1976
 GARDINER Miss G. 1930
 GARDINER H. H. 1897
 GARDINER R. 1979
 GARDINER Miss V. 1930
 GARRETT A. L. E. 1969
 GARRETT D. H. 1929
 GARRETT R. E. 1928
 GARRICK E. H. 1867
 GARRICK H. D. 1902
 GARSTON H. 1889
 GARWOOD Miss 1905
 GARWOOD C. 1894
 GERMAN W. A. 1885
 GERRARD G. V. 1915
 GIBB M. C. 1964
 GIBSON C. M. 1882
 GIBSON L. 1876
 GIBSON McK. 1908
 GIBSON R. S. 1888
 GIBSON R. S. 1981
 GIBSON T. F. M. 1920
 GIBSON W. 1898
 GILBERT A. 1892
 GILBY A. H. 1903
 GILBY G. F. J. 1928
 GILES M. G. 1969
 GILL P. 1885
 GILROY F. W. 1956

GILROY W. 1952
 GIRAND S. J. 1868
 GLADSTONE A. V. 1914
 GLANVILLE B. 1930
 GLANVILL F. J. 1931
 GLANVILLE J. E. 1952
 GLASGOW J. 1885
 GLASGOW N. W. 1946
 GLASS H. A. 1885
 GLASSEY M. 1974
 GLASSEY P. A. 1974
 GLASSEY W. 1973
 GLASSFORD — 1873
 GLASSON A. 1874
 GLASSON R. 1973
 GLEDHILL A. N. 1892
 GLEN G. McK. 1911
 GLEN J. 1913
 GLEN J. S. 1904
 GLEN M. 1909
 GLEN R. W. 1901
 GLENDINNING H. C. 1903
 GLENNIE D. A. 1968
 GLOVER C. 1902
 GODFREY F. C. 1923
 GODFREY H. B. 1923
 GODFREY H. W. 1896
 GODFREY Mrs H. W. 1914
 GODFREY Mrs. J. 1956
 GODFREY Miss J. S. 1921
 GODFREY S. P. 1918
 GODFREY Mrs S. P. 1924
 GODFREY W. S. 1918
 GODFREY Mrs W. S. 1919
 GOERTZ E. 1879
 GOGGIN Mrs P (Clemens)
 1924
 GOLDING R. A. 1972
 GOLDSBURY N. 1908
 GOODMAN R. J. 1874
 GOODWIN D. 1985
 GOODWIN H. 1878
 GOODWIN S. 1984
 GORDON A. F. 1898
 GORDON F. C. 1869
 GORDON G. H. 1876

GORDON G. L. 1900
 GORDON G. L. D. 1878
 GORDON J. 1897
 GORDON J. W. 1941
 GORDON L. 1925
 GORDON R. D. 1869
 GORDON S. 1882
 GORDON Sam 1879
 GORDON T. 1870
 GORDON R. D. 1869
 GORDON V. H. 1897
 GORTON Miss H. W. 1908
 GOSS W. M. 1886
 GOUGH Miss 1904
 GOUGH Miss E. 1908
 GOUGH T. T. 1903
 GOULD A. H. 1952
 GOULD D. W. J. 1923
 GOULD G. 1868
 GOULD J. 1873
 GOURLIE C. 1984
 GOWAN C. 1889
 GOWAN H. 1877
 GRAHAM A. 1985
 GRAHAM A. R. 1902
 GRAHAM B. 1935
 GRAHAM Mrs. C. 1985
 GRAHAM E. A. 1868
 GRAHAM F. 1892
 GRAHAM J. E. 1868
 GRAHAM M. 1886
 GRAHAM P. 1985
 GRAHAM P. A. 1872
 GRAHAM R. E. 1981
 GRAHAM T. 1936
 GRAHAM W. M. 1932
 GRAHAM Mrs W. M. (A) 1956
 GRAHAM W. J. 1885
 GRAHAME R. H. 1902
 GRAINGER R. 1877
 GRAINGER T. 1968
 GRANT H. W. 1903
 GRANT J. 1955
 GRAY B. 1937
 GRAY C. M. 1932
 GRAY J. E. 1915

GRAY J. H. S. 1975
 GRAY Q. W. 1956
 GRAY R. J. 1905
 GRAY S. M. 1934
 GREEN A. 1912
 GREEN Miss D. 1917
 GREEN F. S. 1961
 GREENSLADE J. 1902
 GREENSTREET F. E.
 1881/1885
 GREENTREE A. G. 1932
 GREENWOOD A. G. 1932
 GREENWOOD A. J. 1896
 GREENWOOD H. F. 1888
 GREENWOOD H. H. 1921
 GREENWOOD J. R. 1882
 GREGG M. J. 1966
 GRENFELL C. E. 1925
 GRESSON C. H. B. 1868
 GRESSON J. B. 1868
 GRENVILLE E. J. 1894
 GREY W. 1872
 GRIERSON C. B. 1867
 GRIERSON J. 1878
 GRIERSON J. F. 1874
 GRIERSON Mrs J. F. 1904
 GRIERSON T. 1867
 GRIERSON T. J. 1882
 GRIFFIN A. B. 1932
 GRIFFIN C. P. 1926
 GRIFFIN N. A. 1905
 GRIFFITH E. G. 1868
 GRIFFITHS S. 1908
 GRIFFITHS T. 1919
 GRIGOR R. 1956
 GRIMSDALE G. W. 1955
 GROGAN M. W. 1889
 GROSSMAN A.
 GROSSMAN Miss E. 1902
 GUDGEON A. E. 1915
 GUDGEON B. 1911
 GUDGEON R. 1913
 GUILD A. J. 1935
 GUINEY D. J. 1908
 GUISE R. W. 1891

GULLIVER J. F. L. 1903
 GUNDRY M. H. 1893
 GUNDRY W. H. 1871
 GUNDRY W. S. D. 1893
 GUNN D. A. 1918
 GUNN D. C. 1935
 GUNN D. St. C. 1918
 GUNN G. W. 1951
 GUNN J. S. 1968
 GUNN W. S. 1888
 GUNNS R. M. 1962
 GUTHRIE D. C. 1903
 GUTHRIE E. R. 1898
 GUTHRIE G. W. 1913
 GUTHRIE J. S. 1900
 GUTHRIE M. J. 1911
 GUTHRIE N. 1902
 GUTHRIE S. S. 1919
 GUY A. 1877

H.

HAAR V. 1979
 HACK J. 1986
 HACK M. 1986
 HADFIELD A. K. 1903
 HADFIELD W. S. 1874
 HAILES C. K. 1977
 HAIR H. G. 1904
 HALE T. 1884
 HALE Thos. 1883
 HALES A. 1984
 HALL G. B. 1869
 HALL P. 1885
 HALL T. 1885
 HALLENSTEIN A. W. 1892
 HAMILTON A. (TUCK) 1978
 HAMILTON D. S. 1937
 HAMILTON H. E. 1905
 HAMILTON R. B. 1934
 HAMLIN Miss 1912
 HAMLIN H. B. 1908
 HAMLIN Mrs H. B. 1913
 HAMMOND D. 1978
 HAMMOND J. K. 1936
 HAMMOND V. 1978

HAMPTON L. 1929
 HAMPTON R. J. 1927/1931
 HAMPTON W. R. 1929
 HANAFIN D. 1975
 HANAFIN D. O. 1919
 HANHAM W. G. 1919
 HANLON G. T. 1974
 HANMER E. W. 1879
 HANMER H. G. 1905
 HANMER P. 1874
 HANNAH Miss 1915
 HANNAH C. L. 1947
 HANNAH C. R. 1977
 HANNAH F. V. 1879
 HANNAH H. F. 1886
 HANNAH T. H. 1915
 HANSON S. 1984
 HARDCASTLE E. 1901
 HARDING J. 1968
 HARDING L. 1912
 HARDING W. B. 1876
 HARDY E. A. 1886
 HARDY E. L. 1911
 HARDY R. B. 1917
 HARDWICK G. 1982
 HARDY-JOHNSTON A. S.
 1892
 HARDY-JOHNSTON C. 1892
 HARDY-JOHNSTON H. 1892
 HARDY-JOHNSTON T. E.
 1896
 HARE H. H. 1892
 HARGREAVES H. 1919
 HARGREAVES H. E. 1886
 HARGREAVES H. V. 1911
 HARGREAVES J. M. 1905
 HARGREAVES W. F. 1899
 HARKNESS R. C. 1957
 HARLAND C. 1944
 HARLAND F. W. 1950
 HARLAND Mrs F. W. 1962
 HARMAN R. J. S. 1863
 HARMAN W. L. D. 1903
 HAROLD E. T. 1912
 HARPER C. 1864
 HARPER G. 1870

HARPER H. 1862	HASSALL W. M. 1881	HEBLEY G. 1960
HARPER H. P. 1890/1900	HASTIE F. J. 1876	HEGARTY J. R. 1959
HARPER J. D. 1903	HASTING C. 1886	HELLICAR A. 1870
HARPER L. 1865	HATCH A. 1981	HENDERSON A. R. 1912
HARPER M. J. D. 1871	HATCH A. M. 1923	HENDERSON C. C. 1949
HARPER R. J. 1881	HATRICK A. V. 1944	HENDERSON D. C. 1911
HARPER W. M. 1980	HAULTAIN P. C. 1882	HENDERSON G. H. 1909
HARPHAM D. 1984	HAWDON N. C. 1913	HENDERSON G. W. 1889
HARPHAM P. W. 1951	HAWKE A. H. 1882	HENDERSON H. R. 1937
HARRIS Miss B. C. 1930	HAWKE P. L. 1969	HENDERSON J. 1874
HARRIS D. G. 1961	HAWKER E. F. 1928	HENDERSON J. A. 1901
HARRIS E. 1890	HAWKER F. H. 1928	HENDERSON L. 1984
HARRIE E. W. 1939	HAWKES C. 1891	HENDERSON P. 1985
HARRIS G. H. 1917	HAWKES E. G. 1871/1874	HENDRICKSON J. 1978
HARRIS H. W. 1911	HAWKES J. H. 1874	HENDRY J. 1912
HARRIS J. 1880	HAWKES J. G. 1873	HEPBURN Miss E. 1908
HARRIS P. H. 1920	HAWKES J. S. 1885	HEPPEL G. T. 1887
HARRIS R. 1933	HAWKINS A. 1874	HERCUS Miss E. 1906
HARRIS S. 1934	HAWKINS A. H. 1886	HERDSON J. H. 1867
HARRIS S. C. 1926	HAWKINS C. L. 1901	HERDSON J. D. 1875
HARRIS W. C. 1867	HAWKINS Mrs C. L. 1907	HERDSON M. J. D. 1871
HARRIS W. H. 1939	HAWKINS Miss E. 1908	HERITAGE K. 1910
HARRIS W. J. 1869	HAWKINS F. 1874	HERMAN R. P. 1911
HARRISON — 1875	HAWKINS J. S. 1915	HERN D. C. 1949
HARRISON G. 1892	HAWKINS S. H. M. 1915	HERN E. 1949
HARRISON S. 1892	HAWKINS W. 1870	HERVEY C. R. 1932
HARROP E. W. F. 1936	HAWKINS Miss 1906	HERVEY C. W. 1935
HARROP J. H. 1881	HAWLEY L. C. 1916	HESLOP H. W. 1896
HART A. E. 1901	HAY J. 1879	HESLOP R. 1877
HART G. 1882	HAY S. 1984	HESSE — 1906
HART G. L. 1908	HAYCOCK A. J. 1961	HEWER J. C. 1894
HART M. B. 1868	HAYES J. 1879	HEWER V. D. 1910
HART R. W. 1879	HAYES J. 1934	HEWITT L. R. 1933
HART Miss — 1910	HAYES T. 1897	HEWITT S. J. M. 1941
HARTE H. O. 1885	HAY-McKENZIE G. 1932	HEWLETT G. H. 1905
HARTHAM W. 1873	HAYMES T. 1948	HEWLINGS S. 1875
HARTIGAN J. W. 1934	HAYNES F. 1901	HEYCOCK A. E. 1898
HARTLAND J. F. 1879	HAYNES T. 1897	HEYWARD G. J. 1875
HARTLAND W. 1874	HAYNES W. 1979	HEYWARD J. 1975
HARTMAN W. T. 1902	HAYWARD J. 1975	HEYWOOD C. 1921
HARVEY G. 1874	HAYWOOD G. 1921	HEYWOOD E. B. 1889
HARVEY W. 1884	HEAD G. R. 1958	HEYWOOD E. E. 1888
HASKINS B. 1910	HEALEY H. 1903	HEYWOOD H. 1883
HASKINS W. 1881	HEATH W. B. 1882	HEYWOOD J. G. 1882
HASLAM A. L. 1922	HEAVER J. C. 1878	HEYWOOD P. J. 1952
HASSALL H. 1889	HEBDEN J. 1877	HIBELL F. H. 1899

HILDYARD S. R. 1901	HOBISON M. C. 1886	HOSKING L. L. 1929
HILL A. 1898	HOCKLEY Paul 1901	HOSKYNS C. 1886
HILL C. 1907	HOCKLEY Peter 1901	HOUGH R. 1951
HILL E. B. 1873	HODGE C. V. 1878	HOUGH R. F. 1944
HILL E. F. L. 1923	HODGSON H. A. 1911	HOULTON F. 1884
HILL E. G. 1956	HODSON H. 1862	HOWDEN D. B. 1876
HILL E. H. 1881	HOGBEN G. 1881	HOWIE M. 1985
HILL G. 1887	HOGG R. J. 1885	HOWELL A. J. 1892
HILL J. S. 1910	HOGG R. J. K. 1936	HOWLETT Miss I. 1930
HILL M. V. 1904	HOGGARD C. 1928	HUBBARD W. 1878
HILL P. R. 1952	HOLDEN D. C. 1958	HUDSON — 1883
HILL R. F. 1901	HOLDEN J. S. 1954	HUGHES A. 1920
HILL R. H. 1912	HOLDERNESS G. 1916	HUGHES E. H. 1884
HILLS P. S. 1914	HOLDERNESS H. 1896	HUGHES-JOHNSON A. 1867
HILSON J. 1902	HOLDERNESS R. F. 1906	HULLETT M. 1933
HILSON J. S. 1912	HOLLAND D. 1981	HULSTON H. J. 1924
HILSON P. W. 1938	HOLLAND H. C. 1922	HUME J. E. 1903
HINDMARSH J. G. 1902	HOLLIS G. J. 1905	HUME P. B. 1899
HINKLEY A. T. 1958	HOLLIS J. 1874	HUMPHREY C. D. 1971,
HINTON C. S. 1938	HOLLOWAY A. C. 1907	HUMPHREY G. H. 1890
HINTON Mrs. C. S. 1961	HOLLOWAY A. E. 1900	HUMPHREY T. V. 1904
HIORNS C. 1887	HOLLOWAY A. R. 1915	HUMPHREYS C. T. G. 1906
HIORNS E. 1889	HOLLOWAY J. 1874	HUMPHREYS G. 1881
HIORNS H. G. 1890	HOLMES D. G. 1902	HUMPHREYS G. W. 1890
HITCHENS T. 1861	HOLMES R. L. 1866	HUMPHREYS P. J. 1944
HOARE P. 1889	HOLT J. W. 1873	HUMPHREYS W. 1893
HOBBS A. F. 1891/1904	HOMAN H. R. 1881	HUNGERFORD J. T. 1904
HOBBS A. M. 1936	HOOD S. R. 1919	HUNT A. 1985
HOBBS Miss B. G. 1906	HOOKE A. 1985	HUNT C. C. 1936
HOBBS Miss B. G. 1922	HOOKER G. 1982	HUNT F. K. 1886
HOBBS C. 1981	HOOKER M. 1984	HUNT L. 1901
HOBBS C. H. 1900	HOOPER W. A. 1932	HUNT L. 1920
HOBBS F. 1887	HOPE O. 1905	HUNTER J. A. 1957
HOBBS Miss F. 1956	HOPKINS J. M. 1921	HUNTER M. G. 1944
HOBBS F. W. 1885	HOPKINS L. 1905	HUNTER M. T. 1931
HOBBS G. B. 1922	HOPKINS T. 1908	HUNTER Mrs. V. 1961
HOBBS H. 1885/1891	HOPKINSON A. 1984	HURLEY H. E. A. 1885
HOBBS H. 1928	HORN P. N. 1960	HURN P. N. 1960
HOBBS H. S. 1899	HORN BROOK C. F. 1874	HURTS HOUSE J. S. 1902
HOBBS J. B. 1975	HORNE W. 1874	HUTCHISON A. 1984
HOBBS L. C. 1890/1894	HORNER E. 1984	HUTCHISON J. 1984
HOBBS L. J. 1885	HORRELL Miss 1920	HUTCHISON W. 1880
HOBBS N. 1929	HORSLEY G. W. 1900	HUTCHINSON F. 1878
HOBBS R. J. 1901	HORSLEY R. C. 1903	HUTCHINSON V. C. 1930
HOBDAY G. E. 1921	HORSLEY R. E. 1897	HUTTON F. P. N. 1902
HOBDAY H. S. E. 1922	HOSIE D. 1979	HUTTON L. S. H. 1902

HYDE G. 1945
HYSLOP H. F. 1906

I.

ICK C. T. 1878
IFWERTSON — 1878
IGGLEDON C. S. 1902
ILES C. 1923
INGLIS C. H. 1878
INGLIS D. C. 1913
INKSON W. A. 1896
INNES E. D. 1877
INNES J. C. 1928
INWOOD H. 1892
INWOOD H. H. 1905
IREDALE W. 1936
IRONS J. C. 1901
IRWIN J. A. 1900
IRWIN J. E. 1912
ISITT C. W. 1893
ISITT L. M. 1912
IVES A. C. 1933
IZARD W. 1876
IZARD W. A. 1898

J.

JACK D. 1965
JACKSON Miss A. 1922
JACKSON Ed. 1903
JACKSON E. H. 1902
JACKSON F. G. 1902
JACKSON Mrs E. L. 1919
JACKSON S. W. 1919
JACOBSON W. 1875
JACQUES H. 1915
JAMES B. H. 1949
JAMES G. 1915
JAMES H. S. 1925
JAMES R. A. 1954
JAMES R. L. 1930
JAMESON — 1871
JAMESON E. S. 1901
JAMESON F. 1904
JAMESON J. 1878

JAMESON J. S. 1874
JAMESON R. P. 1915
JAMESON W. L. 1898
JAMIESON A. 1979
JAMIESON F. 1873
JAMIESON J. 1868
JAMIESON J. 1906
JAMIESON Miss J. 1922
JAMIESON J. B. 1922
JAMIESON L. A. 1922
JAMIESON K. P. 1915
JAMIESON W. L. 1913
JANSEN R. 1966
JARMY E. 1948
JARVIS D. 1945
JARVIS D. K. 1949
JARVIS P. 1945
JAY A. E. 1902
JEKYLL H. J. C. 1867
JENKINS P. E. 1893
JENNINGS Miss 1910
JENNINGS W. H. 1950
JENSON J. M. 1896
JOCKEL J. 1880
JOHANSON T. 1931
JOHN F. E. 1874
JOHNS A. T. 1936
JOHNSON A. 1876
JOHNSON A. R. 1886
JOHNSON C. 1885
JOHNSON C. 1913
JOHNSON C. 1920
JOHNSON E. 1908
JOHNSON E. J. 1912
JOHNSON F. 1911
JOHNSON F. H. 1888
JOHNSON F. W. 1920
JOHNSON G. B. 1925
JOHNSON G. F. 1910
JOHNSON J. R. 1884
JOHNSON J. R. 1876
JOHNSON L. A. 1951
JOHNSON M. H. 1919
JOHNSON S. F. 1911
JOHNSON W. 1877
JOHNSON W. K. 1958

JOHNSTON A. 1899
JOHNSTON A. K. 1919
JOHNSTON C. E. 1886
JOHNSTON F. W. 1888
JOHNSTON J. A. 1921
JOHNSTON J. R. 1876
JOHNSTON M. 1919
JOHNSTON R. M. 1952
JOHNSTON W. 1901
JOHNSTON W. 1890
JOHNSTONE E. 1889
JOHNSTONE F. 1910
JOHNSTONE W. L. 1919
JOLLY A. C. 1962
JONES A. L. T. 1891
JONES B. M. K. 1949
JONES C. B. 1890
JONES Mrs D. 1961
JONES F. R. 1902
JONES G. 1899
JONES H. 1945
JONES I. 1983
JONES J. O. 1873
JONES J. R. 1951
JONES M. P. 1972
JONES O. L. 1917
JONES W. H. 1893
JONES W. H. 1910
JONES W. K. 1951
JONES W. R. 1952
JOSEPH A. E. 1924
JOSEPH R. A. 1878
JOSEPH R. H. 1883
JOUGHIN A. W. 1919
JOYCE R. J. 1964
JOYNER C.
JOYNER J. 1985
JOYNER Mrs. P. 1985
JOYNT T. B. 1877
JOYNT T. L. 1868
JOYNT W. M. 1885
JULIAN K. 1907/1913
JULIAN Miss M. 1908
JULIUS C. 1890
JUST T. J. M. 1956

K.

KANE D. L. 1952
 KANE R. R. 1873
 KEATS Miss A. 1930
 KEEGAN C. A. 1974
 KEITH J. M. 1878
 KELLAWAY C. S. 1918
 KELLY B. J. 1956
 KELLY J. 1949
 KEMPTHORNE L. M. 1901
 KENNARD H. R. 1937
 KENNEDY J. 1932
 KENNEDY J. P. 1887
 KENNEDY H. H. 1953
 KENNEDY H. R. 1937
 KENNEDY J. S. 1907
 KENNEDY P. B. 1913
 KENNEDY P. W. 1955
 KENNY J. 1959
 KENT Miss 1905
 KENT H. 1897
 KENT H. C. 1921
 KENT Miss J. 1905
 KENT Miss M. 1929
 KERR J. 1937
 KERR P. 1862
 KERR T. H. 1904
 KERR W. 1901
 KERSLAKE J. 1909
 KESTEVEN T. D. 1881
 KETTLE R. D. 1905
 KEYS F. B. 1931
 KEYS L. J. 1916
 KEYS M. 1967
 KIBBLEWHITE K. H. 1953
 KIDD D. 1979
 KILBRIDE M. 1980
 KILGOUR J. O. 1873
 KILGOUR K. 1872
 KILGOUR M. G. 1880
 KILGOUR M. J. 1870
 KIMBELL F. G. 1885
 KINCAID A. 1901
 KING B. E. 1951
 KING C. 1919

KING G. A. 1883
 KING G. W. 1906
 KING R. J. 1902
 KINGSTON E. H. 1935
 KINNIMOUTH P. R. 1960
 KINROSS-WHITE R. W. 1932
 KIPPENBERGER Miss C. 1904
 KIRBY A. 1921
 KIRCALDY W. 1886
 KIRKCALDIE S. M. 1934
 KIRNER S. C. 1969
 KIRTON R. A. 1899
 KITSON H. 1901
 KITSON R. 1876
 KITSON W. 1883
 KLAVINS J. 1960
 KNIGHT E. R. L. 1881
 KNIGHT H. B. 1919
 KNIGHT K. G. 1944
 KNOWLES B. 1968
 KNOWLES E. 1907
 KNOWLES F. H. 1910
 KNOX J. 1868
 KNOX J. 1881
 KNOX J. 1968
 KNYVETT F. 1864
 KOHN Miss 1910
 KOHLER W. 1864
 KONIG H. 1894
 KOSTER J. 1983
 KRATZER C. F. 1912
 KNONING A. J. F. 1948

L.

LAFFEY A. 1934
 LAFFEY W. 1936
 LAING D. R. 1949
 LAKE R. E. 1890/1897
 LAKE Mrs 1912
 LAKE W. 1876
 LAMB B. 1976
 LAMPEN-SMITH E. 1985
 LANAUZE C. C. 1874
 LANAUZE J. H. 1874
 LANCE T. H. 1879

LANDAU S. 1872
 LANE L. 1881
 LANE B. L. 1889
 LANE W. H.
 LANGDALE-HUNT G. W. 1936
 LANGDON L. R. 1897
 LANGDON W. 1897
 LANGDON W. H. 1883
 LANGRIDGE J. W. 1910
 LARGE W. 1899
 LARKIN G. 1953
 LATIMER R. 1922
 LAURENCE N. E. 1890
 LAURENSEN J. B. 1892
 LAURENSEN M. 1893
 LAURIE A. 1877
 LAURIE C. K. 1873
 LAURIE J. 1877
 LAURIE J. 1915
 LAURIE J. M. 1884
 LAURIE P. A. 1883
 LAURIE R. 1884
 LAURIE R. A. 1889
 LAURIE S. 1887
 LAURIE V. 1879
 LAURIE W. C. 1877/1884
 LAW H. R. 1890
 LAWRENCE B. E. S. 1892
 LAWRENCE C. H. 1905
 LAWRENCE H. E. 1899
 LAWRENCE J. W. K. 1894
 LAWRENCE N. E. 1890
 LAWRENCE T. G. D. 1947
 LAWRIE G. 1915
 LAWRIE R. A. 1889
 LAWRY H. 1914
 LEAN A. C. 1874
 LEAN M. 1882
 LEARNED T. W. 1874
 LEARY A. 1944
 LEASK I. 1964
 LEATHWICK F. 1930
 LE BAS T. B. 1965
 LE CREN L. A. 1888
 LE CREN R. 1926

- LEDGER H. A. 1921
 LEE G. H. 1863
 LEE H. W. 1928
 LEE M. 1924
 LEE W. H. 1864
 LEECH M. E. 1921
 LEECH Miss D. 1920
 LEES A. H. 1879
 LEES C. A. 1881
 LEGG T. 1925
 LEGGAT I. 1976
 LEGGAT J. 1953
 LEITCH G. W. 1949
 LEMON D. 1982
 LEONARD A. H. 1883
 LETHABY J. 1902
 LEVIEN F. H. 1903
 LEVY R. 1952
 LEWIN C. M. 1896
 LEWIN M. 1874
 LEWIN R. 1874
 LEWIS E. A. 1874
 LEWIS D. C. 1894
 LEWIS G. L. 1911
 LEWIS R. S. 1905
 LIDDELL — 1871
 LIGHTBAND H. 1889
 LIGHTBAND H. 1919
 LIGHTBAND S. 1898
 LIGHTBAND T. H. 1875
 LIGHTFOOT J. 1980
 LILCOMBE H. W. 1910
 LILLY J. M. 1921
 LING C. 1984
 LINGARD A. E. 1865
 LINGARD W. 1879/1884
 LINGARD W. E. 1900
 LINZEY A. T. M. 1907
 LITTLE E. C. 1900
 LITTLE G. 1961
 LITTLE J. 1877
 LIVINGSTONE A. R. 1916
 LIVINGSTONE E. J. 1916
 LIVINGSTONE R. 1911
 LLOYD B. C. 1975
 LLOYD C. 1864
 LLOYD D. N. 1919
 LLOYD G. A. 1974
 LLOYD J. 1967
 LLOYD J. A. 1869
 LLOYD J. H. 1863
 LOATE R. 1880
 LOCKHART J. S. 1928
 LOCKHART R. 1874
 LOCKWOOD R. R. 1965
 LOGAN L. W. 1929
 LONGDEN A. 1875
 LONSDALE R. S. 1912
 LOPAS G. 1965
 LOUGHNAN C. J. 1903
 LOUGHNAN H. H. 1874
 LOUGHNAN R. H. 1883
 LOUGHNAN R. J. M. 1934
 LOUGHREY A. 1887
 LOUGHREY J. H. H. 1875
 LOVE R. A. 1926
 LOW D. B. 1899
 LUCAS R. J. 1954
 LUISETTI J. N. 1961
 LUCKIE F. D. 1864
 LUUDLOW E. E. 1876
 LUMLEY G. 1861
 LYNCH C. J. 1973
 LYNCH P. L. 1937
 LYNSKEY J. 1985
 LYON A. 1885
 LYTHBURG — 1887
- M.**
- MABIN B. 1899
 MABIN D. B. 1939
 McARA A. G. 1884
 McARTHUR A. F. 1915
 McARTNEY I. 1972
 McAULIFFE J. F. 1969
 McBEAN G. A. 1911
 McBEAN J. D. 1911
 McBEAN-STEWART D. K. 1897
 McBETH A. C. 1890
 McBETH H. L. 1882/1884
 McBETH N. L. 1899
 McBETH M. L. 1926
 McBETH P. 1984
 McCALLUM G. K. 1923
 McCALMAN Mrs A. 1956 (Clarke)
 McCALMAN E. R. 1947
 McCALMAN L. H. 1955
 McCALMAN Mrs. L. H. 1955
 McClAREN R. J. 1926
 McClATCHIE A. 1898
 McClATCHIE Miss 1905
 McCLENAHAN F. 1894
 McCLENAHAN P. 1886
 McClURE W. M. 1915
 McCOMBS T. H. 1928
 McCORMACK C. F. 1934
 McCORMACK W. 1862
 McCORMICK C. 1981
 McCORKINDALE R. B. 1958
 McCOY M. 1981
 McCREEDIE A. B. 1951
 McCREEDIE G. B. 1925
 McCREEDIE K. B. 1952
 McCORIE A. T. 1984
 McCROSTIE H. H. 1945
 McCROSTIE M. H. 1951
 McCULLOUGH J. 1932
 McCOLLOUGH F. 1902
 McDONALD A. V. 1871
 McDONALD D. 1863
 McDONALD D. A. 1948
 McDONALD E. B. 1905
 McDONALD H. D. 1921
 McDONALD R. 1958
 McDONALD T. 1863
 McDONALD Y. B. 1919
 McDONNELL D. 1959
 McDOUGALL R. E. 1887
 McDOWELL Miss D. 1930
 McDOWELL H. 1912
 McDOWELL J. F. 1877
 McDUFF A. 1929
 McDUFF B. A. 1956
 McELWEE G. 1934
 McELWEE G. R. 1952

- McELWEE I. H. 1961
 McFADZEAN J. 1893
 McFARLANE A. 1870
 McFARLANE D. 1881
 McFARLANE G. D. 1888
 McFARLANE J. 1870
 McFARLANE J. A. 1917
 McFARLANE M. K. 1911
 McFARLANE N. M. 1910
 McFARLANE W. H. 1910
 McFEDRIES H. J. 1931
 McGARVEY W. 1979
 McGARVIE W. S. 1882
 McGIFFIN J. O. 1928
 McGIRR S. 1979
 McGLASHAN W. C. 1877
 McGLASHAN W. S. W. 1905
 McGOWAN W. S. 1906
 McGRATH D. 1925
 McGREGOR D. 1982
 McGREGOR J. 1868
 McGREGOR N. 1919
 McGREGOR R. S. 1947
 McHARDIE G. 1922
 McHERRON J. M. 1980
 (Mackey)
 McHERRON A. 1886
 McHERRON P. 1886
 McLIRAITH G. D. 1886
 McILROY R. J. 1930
 MacINTOSH D. J. 1977
 McINTOSH I. R. 1958
 McILROY R. J. 1930
 McKAY D. G. 1909
 McKAY G. W. 1881
 McKAY Mrs H. F. 1956
 McKAY J. W. 1905
 McKAY K. A. 1954
 McKEEFERY C. B. 1959
 McKEEFERY J. M. 1948
 McKEEFERY P. R. 1957
 McKEEFERY Mrs L. 1961
 McKEIG I. 1882
 McKENNA S. J. 1972
 McKENZIE Miss 1903
 McKENZIE C. 1898
 McKENZIE I. A. 1968
 McKENZIE J. G. 1909
 McKENZIE J. H. 1969
 McKENZIE J. 1948
 McKENZIE K. A. 1953
 McKENZIE Mrs. K. A. 1956
 McKENZIE P. D. 1947
 McKENZIE R. 1871
 MACKKEY A. 1961/1979
 MACKKEY Mrs J. (McHerron)
 1981
 MACKKEY T. 1963
 McKELLAR A. 1895
 McKIBBIN R. 1966
 MACKIE P. 1983
 McKINLEY R. G. 1958
 McKINNON K. 1958
 McKINNON P. 1912
 MACKISACK C. B. 1913
 MACKISACK J. W. 1913
 MACKLEY F. M. 1930
 McKNEIGHT T. 1939
 McKNIGHT D. 1982
 McLAUGHLAN R. C. 1932
 McLAINE I. 1928
 McLEAN B. D. 1972
 McLEAN I. 1983
 McLEAN I. D. 1971
 McLEAN J. 1874
 McLEAN N. 1872
 McLEAN Neil 1903
 McLEAN R. L. 1875
 McLEAN T. 1881
 McLEAN W. L. 1871
 McLELLAN A. 1890
 McLELLAN N. D. 1969
 McLENNAN P. 1883/1894
 McLEOD D. 1896
 McLEOD J. R. 1915
 McMEEKIN R. W. 1918
 McMEEKIN W. E. 1919
 McMILLAN J. 1874
 McNEILL A. R. 1883
 McNEILL C. J. 1931
 McNEILL C. S. 1936
 McNEILL G. A. 1951
 McNEILL M. 1967
 McNEILL R. L. 1954
 McOWEN R. 1870
 McPHERSON A. N. 1976
 McPHERSON M. 1868
 McQUARRIE G. A. 1871
 McQUEEN J. A. 1945
 McRAE F. 1875
 McRAE G. C. 1951
 McROBIE K. 1982
 McSAVENEY G. 1919
 McVICAR J. F. 1946
 MADDISON H. C. 1898
 MADDREN C. C. 1932
 MADDREN N. 1985
 MAHALM R. 1919
 MAHER P. 1885
 MAHON J. A. 1928
 MAIN R. A. 1971
 MAINE F. W. 1931
 MAINE J. A. 1928
 MAINWARING E. G. R.
 1871
 MAINWARING R. 1867
 MAITLAND C. D. 1915
 MAITLAND W. D. 1898
 MALAQUIN F. 1928
 MALAQUIN S. 1930
 MALING J. 1888
 MALING J. R. 1931
 MALTHUS A. P. 1902
 MALTHUS M. 1897
 MANDERSON R. J. 1966
 MANN W. C. 1875
 MANNING C. M. 1877
 MANNING D. R. 1970
 MANNING N. P. 1920
 MANNING P. 1897
 MANSELL P. D. 1912
 MANSFIELD R. R. 1882
 MANSON J. 1984
 MAPLES W. 1874
 MARCH Miss D. 1918
 MARCH G. E. 1893
 MARCHANT N. M. 1907
 MARDON J. W. 1928

MOLLER O. 1887
 MOLLER O. A. 1898
 MOLLER O. C. 1924
 MOLONEY D. W. S. 1954
 MONAGHAN S. 1885
 MONEY H. M. 1953
 MONK W. E. 1916
 MONTGOMERY J. 1899
 MONTGOMERY W. 1863
 MOODY T. 1953
 MOON E. G. 1923
 MOON M. J. 1932
 MOORE A. 1868
 MOORE A. C. R. 1951
 MOORE D. E. 1946
 MOORE E. 1885
 MOORE F. 1876
 MOORE J. H. A. 1919
 MOORE M. 1892
 MOORE N. E. 1952
 MOORE R. R. C. 1912
 MOORE T. 1873
 MOORE T. 1880
 MOORE T. R. 1886
 MOORE W. F. 1863
 MOORE W. H. 1907
 MOORE Miss 1904
 MOOREHOUSE R. M. 1918
 MOURNIER B. C. 1869
 MORAY-SMITH I. G. 1929
 MORCOM F. 1903
 MORGAN A. B. 1884
 MORGAN F. J. 1919
 MORGAN F. T. 1878
 MORGAN G. 1911
 MORGAN J. A. 1872
 MORGAN M. F. 1884
 MORGAN R. A. 1915
 MORGAN Mrs R. A. 1925
 MORGAN W. J. 1908
 MORLEY — 1874
 MORNINGTON G. H. 1889
 MORRIS C. D. 1875
 MORRIS C. D. 1917
 MORRIS C. S. 1923
 MORRIS Mrs C. S. 1928

MORRIS G. 1925
 MORRIS G. N. 1910
 MORRIS J. C. 1873
 MORRIS J. F. 1902
 MORRIS M. S. 1971
 MORRIS N. P. 1882
 MORRIS P. B. 1893
 MORRIS W. R. 1875
 MORRISEY P. J. 1924/27
 MORRISH C. J. 1928
 MORRISON A. D. C. 1908
 MORRISON C. J. 1906
 MORRISON F. P. 1916
 MORRISON J. P. 1912
 MORRISON J. R. 1900
 MORRISON N. C. 1959
 MORRISON W. 1877
 MORTON A. S. 1921
 MORTON J. 1938
 MORTON R. 1927
 MORTON R. M. 1896
 MORTON R. M. 1972
 MORTON Miss 1918
 MOSLEY C. C. 1913
 MOUAT H. 1901
 MOULTON J. G. 1948
 MOUNTFORT A. J. 1874
 MOUNTFORT A. 1881
 MOUNTFORT H. V. 1916
 MOURNIER B. C. 1868
 MOWBRAY J. 1863
 MUIR J. D. 1979
 MUIR L. J. 1961
 MUIR N. 1958/60
 MULLIGAN L. D. 1919
 MULLIGAN P. R. R. 1957
 MULLIGAN V. C. 1912
 MUNNINGS J. F. 1901
 MUNRO D. 1879
 MUNRO W. 1912
 MUNROE J. 1899
 MUNSTER P. 1880
 MURCHISON R. S. 1938
 MURGATROYD H. L. 1911
 MURIDGE G. C. 1896
 MURIDGE W. 1897

MURLEY H. E. 1902
 MURPHY B. D. 1979
 MURPHY J. 1904
 MURPHY R. J. 1977
 MURPHY Miss 1907
 MURRAY Miss 1907
 MURRAY D. A. 1867
 MURRAY D. 1982
 MURRAY H. 1877
 MURRAY H. B. 1886
 MURRAY J. 1886
 MURRAY J. B. 1969
 MURRAY J. E. 1902
 MURTAGH B. 1960
 MUSGROVE J. P. 1950
 MUSGROVE R. L. 1958
 MUSSON G. E. 1892
 MUTER P. 1885
 MUTER S. 1883

N.

NAGELKIRKE L. 1978
 NALDER B. A. 1905
 NALDER C. A. 1868
 NALDER E. E. 1902
 NALDER T. 1971
 NAPIER — 1905
 NAPIER A. C. 1970
 NAPIER O. J. W. 1913
 NEALE A. L. 1977
 NEALE-HUNTER D. 1979
 NEALL A. F. 1868
 NEAVE A. 1899
 NEAVE P. 1890
 NEILL B. E. 1958
 NELSON A. H. 1920
 NELSON C. A. 1953
 NELSON H. 1880
 NELSON H. D. 1932
 NELSON J. F. 1919
 NELSON N. 1886
 NEVILLE L. 1877

MARINOVIC A. J. 1978	MAUDE T. W. 1868	MILLER H. 1885
MARKHAM N. 1937	MAWDSLEY F. L. 1886	MILLER T. 1881
MARKS R. A. 1947	MAXWELL R. J. 1936	MILLER W. J. 1874
MARKS W. M. 1965	MAXWELL W. F. 1870	MILLER W. L. 1868
MARRIS B. A. 1893	MAY R. 1964	MILLETT E. K. 1943
MARRIS J. F. 1876	MAYELL R. C. 1950	MILLS D. 1870
MARRIS R. A. 1955	MAYELL W. E. 1950	MILLS G. E. 1872
MARSDEN R. T. 1955	MAYFIELD G. K. 1926	MILLS J. 1870
MARSH H. E. 1890	MAYHEW C. J. 1970	MILLS J. 1950
MARSHALL A. 1873	MAYLING J. 1888	MILLS R. J. 1934
MARSHALL H. J. 1897	MAYLING R. 1931	MILLS W. 1871
MARSHALL H. W. 1902	MAYNARD S. J. 1911	MILLS W. A. 1963
MARSHALL J. F. 1889	MAYNE G. C. 1903	MILLS W. E. 1894
MARSHALL Miss N. 1924	MEACHEN D. 1984	MILN C. 1913
MARSHALL R. B. 1904	MEACHEN P. N. 1983	MILNE Mrs A. 1917
MARSHALL R. B. 1952	MEAD C. B. 1974	MILNE F. W. 1904
MARSHALL Miss N. 1924	MEARES A. L. D. 1892	MILNE G. 1939
MARTELL L. R. 1910	MEATES K. F. 1949	MILNE R. J. 1947
MARTIN A. H. 1937	MEIKLE J. 1929	MILNE R. S. 1941
MARTIN C. A. 1974	MEIKLE M. R. 1929	MILNE R. V. 1934
MARTIN C. J. 1861	MELHUISH E. J. 1979	MILNER J. H. 1952
MARTIN E. J. 1956	MELHUISH J. J. 1874	MILNES R. 1925
MARTIN F. W. 1879	MELLISH G. L. 1862	MILSOM F. W. 1891
MARTIN G. A. 1907	MELLISH W. E. 1885	MILSOM G. M. 1898
MARTIN J. 1873	MELVILLE D. S. 1874	MILTON R. 1880
MARTIN Jas. 1874	MELVIN W. 1919	MINCHAM M. 1962
MARTIN J. C. 1934	MENCE S. B. 1972	MINHINNICK H. 1984
MASKELL G. 1892	MERRYWEATHER B. J. 1977	MINHINNICK R. 1985
MASKELL W. M. 1874	MERRIMAN F. 1871	MINSON D. S. 1934
MASTERS F. 1934	MERTON G. 1882	MINSON S. W. 1922
MATHESON D. I. 1956	MERTON H. 1887	MIRAMS L. H. 1902
MATHESON D. R. 1914	MERTON J. J. 1947	MITCHELL Albert 1894
MATHESON G. L. 1894	MERTON J. L. C. 1904	MITCHELL Arch. 1894
MATHESON H. 1874	MIDGLEY P. D. 1973	MITCHELL B. 1903
MATHESON K. A. 1957	MILES C. 1874	MITCHELL C. G. 1933
MATSON C. 1870	MILES G. E. 1871	MITCHELL J. A.
MATSON G. 1932	MILL B. S. 1950	1893/1895
MATSON H. 1889	MILL R. 1919	MITCHELL F. W. 1891
MATSON W. M. 1902	MILLAR D. E. 1904	MITCHELL M. B. 1933
MATTERSON I. G. 1953	MILLAR F. 1919	MITCHELL P. 1904
MATTHEWS C. S. 1953	MILLAR F. A. 1909	MITCHELL W. B. 1872
MATTHEWS H. E. 1898	MILLAR F. R. 1884	MITCHELSON J. 1884
MATTHIAS A. 1874	MILLAR J. 1959	MOATE R. 1885
MATTHIAS C. H. 1887	MILLARD H. W. 1934	MODLIN R. H. 1903
MATTHIAS G. 1874	MILLARD Mrs M. 1961	MOGINIE R. F. 1949
MAUDE T. 1894	MILLER H. 1971	MOIR Miss 1911

NEWCOMBE B. 1920
 NEWELL C. J. 1904
 NEWMAN C. J. 1868
 NEWMAN H. 1886
 NEWMAN J. P. 1881
 NEWMAN L. C. 1913
 NEWMAN M. L. 1938
 NEWMAN V. B. 1945
 NEWSOME — 1906
 NEWTON A. C. 1874
 NEWTON J. E. 1899
 NEWTON W. A. 1877
 NICOLL A. J. 1889
 NICOLL C. W. 1888
 NICOLL E. C. 1900
 NICOLL E. F. 1890
 NICOLL L. A. 1887/96
 NICHOLL H. F. 1887
 NICHOLLS J. R. 1956
 NICHOLLS R. 1880
 NICHOLLS S. G. 1920
 NICHOLSON C. W. 1890
 NICHOLSON A. J. 1932
 NICHOLSON J. W. 1889
 NILSSON G. 1982
 NILSSON C. 1974
 NILSSON S. R. 1974
 NILSSON T. 1974
 NIMMO J. 1964
 NIXON — 1878
 NIXON C. F. 1873
 NOLAN C. P. 1905
 NORRIE J. A. 1961
 NORRIS J. B. 1921
 NORRIS E. T. 1898
 NORRISH I. E. 1957
 NORTH L. J. 1971
 MORTH T. H. 1886
 NORTON A. W. 1889
 NORTON B. S. 1912
 NORTON K. W. 1983
 NORTON P. 1976
 NORWOOD F. 1880
 NOTT F. R. 1886
 NOTT H. 1887
 NOTTIDGE — 1886

NOTTINGHAM A. C. 1877
 NOTTINGHAM N. P. 1921
 NOYES A. H. 1885
 NUTTAL Miss E. 1908
 NUTTING R. B. 1928

O.

OAKES J. V. 1862
 OBORN F. G. 1926
 O'BRIEN J. M. 1957
 O'BRIEN K. A. 1963
 O'BRIEN M. 1922
 O'BRIEN P. 1898
 O'BRIEN P. B. 1958
 O'CALLAGHAN W. A. 1899
 O'CONNELL D. J. 1874
 O'CONNELL T. 1874
 O'CONNOR G. C. 1872
 OFFER R. E. 1945
 OGSTON W. 1939
 OKEY R. J. 1948
 OLDHAM W. J. 1935
 OLIVER A. 1895
 OLIVER C. 1899
 OLIVER W. J. 1882
 OLLIVER E. W. 1892
 OLLIVER J. 1876
 OLLIVER R. W. 1903
 OLLIVER W. J. 1939
 OLLIVER A. M. 1886
 OLLIVER C. 1978
 OLLIVER C. M. 1862
 OLLIVER C. C. M. 1901
 OLLIVER F. 1866
 OLLIVER L. M. 1874
 O'NEILL R. 1965
 O'NEILL S. P. 192
 OPIE R. 1909
 ORR E. 1902
 ORSBOURN R. N. 1978
 ORSULICH C. C. 1936
 ORBUSTON F. 1904
 OSBORN D. 1934
 OSBORN J. G. 1862
 ORBORNE E. G. H. 1908

OSWALD J. J. 1900
 OTLEY G. 1907
 OTLEY H. E. 1919
 OTLEY L. 1901
 OTTERSON A. S. 1874
 OVERTON M. C. 1954
 OWEN C. E. 1923
 OWEN Mrs C. E. 1927
 OWEN G. V. 1955
 OWEN J. W. 1861
 OWEN V. 1911
 OXLEY L. 1901
 OXNAM D. L. 1935

P.

PACKE G. 1869
 PACKER T. J. 1949
 PAGE P. J. A. 1947
 PAGE S. R. 1877
 PALAIRET C. 1869
 PALAIRET J. G. 1889
 PALAIRET R. 1871
 PALMER A. N. 1935
 PALMER B. A. 1925
 PALMER D. 1981
 PALMER K. 1917
 PALMER J. 1868
 PALMER J. S. P. 1951
 PALMER S. T. 1954
 PAPPRILL E. E. 1888
 PAPERILL Miss E. 1922
 PAPRILL S. 1936
 PARKER A. H. 1937
 PARKER A. S. 1875
 PARKER C. 1900
 PARKER P. A. 1980
 PARKER R. N. 1916
 PARKER S. 1984
 PARKERSON B. 1866
 PARKERSON E. 1867
 PARKINSON G. H. 1907
 PARRIS F. 1922
 PARRY S. M. 1918
 PARSON A. C. 1914
 PARSON A. R. 1874

PARSON F. J. 1885	PEARSON W. F. 1870	PITCAITHLY Miss D. V. 1952
PARSON L. F. 1905	PEASE B. M. 1954	PITTS Miss E. 1905
PARSON L. H. 1904	PEGLEY J. F. 1935	PLAISTED W. 1884
PARSONS C. 1981	PEMBERTON F. A. 1890	PLATTS D. G. 1976
PARSONS F. 1880	PENGELLY W. 1883	PLATTS W. M. 1936
PARSONS F. W. 1901	PENLINGTON J. W. 1930	PLUMMER T. H. 1902
PARSONSON H. J. 1903	PENNEY A. 1917	POA W. 1978
PARSONSON J. F. 1905	PENNEY E. G. 1878	PONSONBY T. W. 1885
PARSONSON S. V. 1908	PENRICE J. C. 1884	PONSONBY P. W. 1893
PARTON J. T. 1882	PEPPERELL Mrs. B. 1984	POOLE R. A. 1959
PARTRIDGE Miss E. 1908	PEPPERELL D. L. 1984	POPE R. L. 1905
PASCOE A. T. 1932	PEPPERELL G. J. 1984	POPOVIC Y. 1978
PASCOE Mrs G. D. 1903	PEPPERELL H. M. 1984	PORTER J. 1907
PASCOE G. D. 1896	PERCIVAL A. 1870	PORTERFIELD N. N. 1922
PASCOE W. A. 1877	PERCIVAL W. B. 1881	POST F. 1889
PASK K. W. 1916	PERKINS C. H. 1930	POSTLETHWAITE F. D. 1953
PASK R. J. 1934	PERKINS H. P. 1917	POTTINGER A. W. 1883
PASLEY E. F. 1896	PERKINS J. S. H. 1931	POTTINGER R. J. 1883
PATERSON A. A. 1912	PERRY A. A. 1934	POTTS - 1871
PATERSON G. M. 1870	PETERS Miss M. 1932	POTTS G. 1905
PATERSON L. 1971	PETTIGREW Miss B. 1970	POULTON F. 1893
PATTERSON D. M. 1928	PETTIGREW B. K. 1960	POULTON J. A. 1896
PATTERSON I. 1984	PETRE J. A. 1913	POULTON J. P. 1889
PATTERSON I. J. 1953	PETRE R. J. 1913	POULTON S. F. 1900
PATTERSON J. 1882	PEVERILL E. N. 1924	POULTON W. O. 1931
PATTLE N. F. 1906	PHELAN R. J. 1960	POWER A. 1978
PAUL A. B. 1878	PHILLIPS E. M. 1872	POWERS A. N. 1975
PAUL C. J. 1866	PHILLIPS F. 1886	POWLEY M. R. 1972
PAULI D. 1984	PHILLIPS G. J. 1890	POWNE R. 1897
PAVITT A. E. 1877	PHILLIPS T. M. 1932	POWRIE W. A. 1900
PAVITT A. R. 1876	PHILLIPS W. 1898	PRATT A. L. 1886
PAVITT E. 1874	PHILPS R. W. 1913	PRATT F. 1880
PAVITT E. H. 1887	PHILPS-BLACK C. G. 1907	PRATT R. H. 1880
PAVITT H. 1875	PHIPPS-BLACK W. H. 1905	PREBBLE Mrs A. 1982
PAVITT N. H. 1929	PICKERING A. L. 1879	PREBBLE B. 1982
PAVITT W. 1886	PICKERING G. R. 1885	PREBBLE G. 1982
PAXTON J. T. 1873	PICKRILL R. 1965	PREBBLE Mrs Jenny 1982
PAYLING A. 1910	PILKINGTON T. 1982	PREBBLE J. 1982
PAYNE T. 1986	PILLIET W. H. 1880	PREBBLE L. 1982
PEACH C. W. 1900	PINFOLD D. R. M. 1947	PREBBLE R. R. 1982
PEACOCK J. T. 1881	PINWELL A. 1881	PRESTON F. C. 1938
PEARCE G. 1937	PINWILL A. C. 1873	PRESTON G. 1869
PEARCE H. 1868	PINWILL A. C. Junr. 1913	PRESTON G. C. 1878
PEARCE L. 1981	PIPER Miss M. 1915	PRESTON R. A. 1878
PEARSON A. B. 1877	PIRIE A. 1901	PRESWICK G. 1869
PEARSON L. B. 1902	PIRIE E. M. 1924	

PRICE D. 1899
 PRICE Miss E. 1907
 PRICE E. R. 1905
 PRICE S. 1985
 PRINCE A. 1922
 PRINS H. H. 1868
 PRITCHARD Miss K. A. 1925
 PRITCHETT C. E. T. 1928
 PROUT I. J. 1961
 PURDIE W. H. 1900
 PYNE C. A. B. 1896
 PYNE F. A. 1894

Q.

QUANE C. A. 1916
 QUANE H. 1879
 QUARTERMAIN R. 1914
 QUIGLEY H. J. B. 1954

R.

RABE R. 1982
 RADFORD J. G. 1960
 RAHURAHU T. 1986
 RAINFORTH T. O. 1941
 RAMSAY W. J. 1936
 RAMSDEN J. R. 1890
 RASTRICK D. R. 1956
 RASTRICK E. C. 1904
 RATE A. J. 1950
 RATTRAY H. 1914
 RAWNSLEY E. C. 1905
 RAYMOND O. 1934
 RAYNER A. J. 1932
 RAYNOR M. 1983
 READ D. 1864
 READ H. S. 1929
 READ W. J. 1930
 READE G. A. 1969
 REDPATH J. A. 1923
 REECE C. H. 1904
 REECE C. S. 1889
 REECE G. N. 1909
 REED A. 1901
 REED R. G. 1953

REES M. J. 1986
 REES R. 1883
 REESE — 1878
 REESE E. N. T. 1908
 REESE R. 1982
 REEVES T. 1985
 REID C. 1878
 REID D. C. M. 1961
 REID G. A. 1869
 REID J. S. 1924
 REID J. M. 1923
 REID J. W. 1947
 REID N. J. D. 1941
 REID W. E. 1898
 REINECKER B. J. 1861
 RENAUT J. O. 1932
 RENAUT Mrs A. M. 1961
 RENDAL H. V. 1969
 RENDLE R. C. 1873
 RENTON K. 1986
 RENTON W. G. 1894
 RENWICK G. M. 1975
 REVANS S. S. 1868
 REVELL J. C. 1874
 REVELL T. A. 1887
 REYCROFT — 1874
 RHIND J. A. 1938
 RHIND W. G. 1882
 RHODES A. E. G. 1885
 RHODES G. E. 1890
 RHODES G. H. A. 1954
 RHODES M. 1985
 RHODES R. Heaton 1888
 RHODES W. H. 1908
 RICH H. R. 1884
 RICH R. C. 1884
 RICHARDS R. W. 1917
 RICHARDSON J. 1958
 RICKERBY K. 1983
 RIDINGS B. 1882
 RIDINGS W. 1888
 RING G. 1919
 RINGROSE J. B. 1971
 RINGWOOD A. 1884
 RILEY C. L. 1883
 RILEY D. 1957

RILEY I. 1961
 RILEY N. 1968
 RILEY R. J. 1875
 RIVERS D. E. 1962
 RIVERS I. R. 1962
 ROBB E. E. 1966
 ROBERTS E. G. 1949
 ROBERTS H. 1901
 ROBERTS H. F. 1890
 ROBERTS J. 1884
 ROBERTS J. L. 1951
 ROBERTS L. H. 1915
 ROBERTS S. 1985
 ROBERTS S. I. 1945
 ROBERTS V. 1985
 ROBERTSHAW G. K. 1968
 ROBERTSON A. 1924
 ROBERTSON B. 1984
 ROBERTSON B. J. 1972
 ROBERTSON D. G. 1977
 ROBERTSON D. M. 1920
 ROBERTSON Mrs S. D.
 1922
 ROBERTSON G. 1931
 ROBERTSON G. J. 1899
 ROBERTSON J. M. 1911
 ROBERTSON L. 1933
 ROBERTSON M. K. 1957
 ROBERTSON Mrs P. 1978
 ROBERTSON T. A. 1900
 ROBERTSON Miss 1906
 ROBILLIARD N. S. E. 1953
 ROBINSON A. H. 1949
 ROBINSON E. 1910
 ROBINSON E. A. 1893
 ROBINSON E. A. 1928
 ROBINSON E. H. 1915
 ROBINSON G. W. 1975
 ROBINSON H. A. 1980
 ROBINSON H. B. 1889
 ROBINSON I. T. J. 1961
 ROBINSON Mrs Jill 1979
 ROBINSON M. P. 1961
 ROBINSON R. B. 1905
 ROBINSON R. G. 1969
 ROBINSON S. 1874

ROBINSON S. 1979
 ROBINSON S. P. 1968
 ROBINSON W. H. 1932
 ROBINSON W. S. 1883
 ROBINSON W. 1886
 ROBSON Miss 1909
 ROCHE F. A. 1913
 ROCHE Miss N. 1930
 ROGERS A. 1966
 ROGERS A. E. G. 1928
 ROGERS G. 1949
 ROGERS I. 1864
 ROGERS R. J. 1947
 ROGERS V. J. 1905
 ROGERS W. M. 1947
 ROGERS W. N. 1934
 RONAYNE A. H. 1902
 ROPER A. 1893
 ROPER C. J. 1968
 ROSE P. C. 1868
 ROSS A. L. B. 1907
 ROSS A. D. 1889
 ROSS C. 1910
 ROSS D. M. 1950
 ROSS G. F. 1890
 ROSS G. H. D. 1886
 ROSS I. K. 1981
 ROSS H. W. 1887
 ROSS L. 1985
 ROSS R. 1862
 ROSS W. J. 1906
 ROUNTHWAITE A. 1927
 ROUT N. L. 1892
 ROWE B. J. 1972
 ROWE B. 1970
 ROWE Miss E. A. 1920
 ROWE G. 1913
 ROXBY E. H. M. 1889
 ROY A. J. 1972
 ROYSE W. 1871
 RUDKIN R. B.
 RULE B. C. 1972
 RULE E. M. 1922
 RULE J. 1874
 RULE W. J. 1874
 RUMMELL C. T. 1952

RUMNEY P. 1956
 RUNNICLES J. H. 1913
 RUSCOE C. R. 1913
 RUSSELL A. H. 1920
 RUSSELL A. N. 1960
 RUSSELL C. R. 1913
 RUSSELL G. 1915
 RUSSELL G. 1985
 RUSSELL G. J. 1908
 RUSSELL G. L. 1978
 RUSSELL G. L. 1978
 RUSSELL G. W. 1910
 RUSSELL Miss H. 1907
 RUSSELL H. R. 1901
 RUSSELL J. W. 1912
 RUSSELL P. 1984
 RUSSELL Miss R. 1908
 RUTHERFORD J. 1964
 RUTLEDGE P. D. 1974
 RUTLEDGE S. R. 1974
 RYAN A. T. 1896
 RYDER N. V. 1941

S.

SAGE G. R. 1914
 SAINSBURY J. B. 1881
 SAINSBURY R. 1893
 SALE C. 1867
 SALT G. E. 1930
 SALTER A. W. 1896
 SLATER F. H. 1898
 SALTMARSH A. C. 1876
 SAMPSON W. W. 1899
 SAMUEL J. G. 1946
 SANDALL F. H. 1904
 SANDERS G. 1983
 SANDS C. C. 1959
 SANDS C. K. 1953
 SANDS K. O. 1920
 SANDS N. J. 1958
 SANDYFORD K. W. 1931
 SANSFORD F. R. 1892
 SANDSTEIN A. C. 1912
 SANDSTEIN E. M. 1902
 SANDSTEIN L. M. 1899

SAPSFORD F. L. 1908
 SAPSFORD L. P. 1909
 SARELIUS W. G. 1915
 SARGENT F. D. 1924
 SATCHELL F. N. 1888
 SATTERTHWAITE A. M. 1921
 SAUL J. B. 1981
 SAUL L. B. 1982
 SAUNDERS E. V. 1895
 SAUNDERS F. 1921
 SAUNDERS H. 1885
 SAUNDERS R. 1922
 SAUNDERS W. 1922
 SAWTELL J. H. 1868
 SAWYER J. C. 1951
 SAVILLE J. 1984
 SAYER L. 1922
 SCALES W. 1885
 SCANDRETT M. 1981
 SCANNELL D. 1912
 SCANNELL O. 1915
 SCANNELL O. A. 1941
 SCHOLFIELD G. H. 1903
 SCHULTZ P. 1973
 SCLANDERS W. 1873
 SCOBLE A. J. 1961
 SCOBLE J. R. 1963
 SCOTT D. 1868
 SCOTT F. 1895
 SCOTT G. J. M. 1977
 SCOTT L. 1905
 SCOTT R. B. 1882
 SCOTT R. J. 1976
 SCOTT S. 1937
 SCOTT T. 1868
 SCOLAR W. 1884
 SCOVELL D. J. 1971
 SCULLY G. 1890
 SEABROOK H. W. 1864
 SEARS L. R. 1948
 SEARELL S. E. 1889
 SEARELL T. 1875
 SEATON E. W. 1876
 SEAY C. A. 1912
 SEDGWICK W. 1912

SEED Miss 1911	SIME S. H. 1914	SMITH H. B. 1922
SEED A. 1899	SIMMERS R. M. 1930	SMITH H. E. 1907
SEEKLES R. 1963	SIMMS A. V. 1895	SMITH H. H. 1874
SELL J. 1874	SIMMS J. 1891	SMITH J. M. 1869
SENIOR L. 1980	SIMMS H. G. 1881	SMITH J. W. 1883
SETOM-KELLAWAY C. 1918	SIMMS W. 1878	SMITH L. 1963
SEWELL C. J. 1963	SIMMONS E. S. 1901	SMITH L. R. J. 1972
SEWELL Mrs C. J. 1961	SIMMONS M. B. 1978	SMITH M. 1962
SEWELL I. E. 1956	SIMMONS W. C. 1901	SMITH M. D. 1876
SEWELL Mrs M. M. 1955	SIMPSON A. H. 1932	SMITH M. G. 1968
SEWELL T. W. 1972	SIMPSON G. R. 1932	SMITH M. S. R. 1957
SEYMOUR — 1880	SIMPSON H. R. 1910	SMITH N. F. 1958
SEYMOUR F. L. 1899	SIMPSON P. M. 1962	SMITH P. 1981
SEYMOUR S. B. 1874	SIMPSON R. L. 1934	SMITH R. 1986
SEYMOUR S. M. 1880	SIMPSON W. W. 1901	SMITH R. B. 1877
SHALDERS T. A. 1922	SINCLAIR A. T. 1904	SMITH R. B. 1872
SHANAHAN D. T. 1946	SINCLAIR H. O. 1919	SMITH R. G. 1955
SHAND E. A. 1894	SINCLAIR H. W. 1911	SMITH R. H. 1915
SHAND E. A. 1934	SINCLAIR W. M. 1881	SMITH R. J. 1972
SHAND H. J. 1896	SINGLETON H. D. 1925	SMITH R. M. 1971
SHANNON P. W. 1972	SKELTON A. 1984	SMITH R. M. 1971
SHARLAND C. F. 1905	SKEVINGTON F. 1911	SMITH R. P. 1949
SHARP F. S. 1924	SKEY H. F. 1904	SMITH S. 1903
SHARP G. 1925	SKINNER J. 1885	SMITH S. E. 193)26
SHARP R. J. 1878	SKUSE T. A. 1911	SMITH S. J. 1969
SHAW F. H. 1894	SLATER H. 1864	SMITH S. W. M. 1958
SHAW G. T. 1879	SLOMAN C. G. 1892	SMITH Mrs S. W. M. 1961
SHAW H. 1884	SLOSS R. 1911	SMITH Miss V. 1922
SHAW M. A. 1957	SLY S. 1984	SMITH V. A. 1926
SHAW W. H. 1962	SLYFIELD R. G. 1911	SMITH W. 1922
SHEAR E. V. 1910	SMALE W. 1894	SMITH W. J. 1894
SHEARER K. H. 1971	SMART R. A. 1949	SMITH W. S. 1878
SHEARMAN R. C. 1864	SMITH A. 1878	SMITH W. V. 1901
SHEATH A. 1878	SMITH A. L. 1880	SMITH Miss — 1903
SHEATH A. G. 1880	SMITH A. L. 1918	SMYTH R. B. 1899
SHEEHAN J. 1977	SMITH A. V. 1898	SMYTH G. O. 1923
SHELLEY P. B. 1911	SMITH A. V. 1919	SMYTH V. S. 1929
SHEPHERD W. 1870	SMITH B. L. 1955	SMYTHE G. O. 1923
SHEPPARD D. 1899	SMITH C. D. 1907	SNELL R. J. 1971
SHERRIS W. 1912	SMITH C. S. 1920	SNODGRASS C. M. 1930
SHIPTON T. F. 1952	SMITH D. 1922	SNODGRASS V. 1982
SHONE — 1905	SMITH Miss E. 1930	SNOW R. 1892
SIBBALD W. 1874	SMITH E. P. H. 1957	SNOW R. S. 1877
SIBLEY G. W. 1978	SMITH F. I. 1907	SNOWDEN M. E. 1946
SILK E. M. 1901	SMITH F. W. 1919	SOANES A. 1910
SIME N. 1911	SMITH G. L. 1886	

SOFFE A. 1971
 SOLE M. J. 1975
 SOLE P. L. 1975
 SOMERS — 1923
 SOMERS W. B. 1899
 SOPER W. F. 1917
 SOUTER D. 1874
 SOUTER J. W. 1889
 SOUTH B. 1971
 SOUTH M. J. 1977
 SOUTHCORBE F.J. 1941
 SPAIN D. 1983
 SPANJER H.T.R. 1906
 SPARROW — 1907
 SPARROW C. 1984
 SPEAR N. 1910
 SPEECHLY N. 1898
 SPEIGHT R. 1887
 SPENCE C. 1932
 SPENCER C. 1874
 SPENCER E. 1913
 SPENCER R.K. 1876
 SPOONER C.J.R. 1978
 SPOONER P.J.R. 1956
 SPOONER R.R.C. 1917
 SPROTT M. 1862
 STACEY W. 1928
 STANAWAY B.M. 1968
 STANBURY W.C. 1913
 STANDISH J.M. 1967
 STANLEY D.R. 1915
 STAPLES R. 1894
 STAPLES G. 1922
 STAPLEY B.N. 1947
 STAPP V.L.G. 1913
 STARKEY F.B. 1902
 STAVELEY E.G. 1875
 STEAD G. 1867
 STEDMAN A. 1869
 STEDMAN S. 1865
 STEEDS J.M. 1933
 STEEL P.C. 1961
 STEEL R.A. 1981
 STEELE A.H. 1900
 STEELE S. 1906
 STEELE Miss 1901

STEERE J. 1973
 STEPHENS G.E. 1956
 STEPHENS J. 1873
 STEPHENS M.O. 1934
 STEPHENSON H.L. 1925
 STERLING J. 1874
 STEVENS A.J. 1867
 STEVENS C.S. 1930
 STEVENS E.C.J. 1868
 STEVENS G.F. 1930
 STEVENS H.F. 1889
 STEVENS R. 1914
 STEVENSON H.L. 1925
 STEVENSON M.G. 1974
 STEVENSON M.W. 1899
 STEVENSON W. 1900
 STEWART — 1872
 STEWART — 1907
 STEWART C.E. 1875
 STEWART C.T. 1883
 STEWART D. 1946
 STEWART D.M. 1891/1896
 STEWART F. 1903
 STEWART F.J. 1914
 STEWART G. 1891
 STEWART J.E. 1931
 STEWART J.M. 1906
 STEWART J.R. 1914
 STEWART Miss L. 1920
 STEWART Miss M.L. 1920
 STEWART Miss V. 1920
 STEWART W.M. 1915
 STIFFE A.W. 1872
 STILES R.C. 1914
 STILL D. 1915
 STINEAR B. 1932
 STOCK A.H. 1883
 STOCK B.R. 1883
 STOCK I. 1922
 STOCKER W. 1905
 STOKES J.E. 1890
 STOKES M.J.W. 1953
 STOKES M.J. 1977
 STOLLERY D.M. 1972
 STONE R.M. 1973
 STONEHOUSE C. 1899

STONEHOUSE W. 1933
 STONYER C.H. 1923
 STORRIE C.E. 1927
 STOUT E.T. 1919
 STRACHAN L.E. 1909
 STRACHEY A.
 STRANGE E.W.G. 1889
 STRATTON H.L. 1886
 STREET R.C. 1880
 STREETER C.P. 1965
 STREETER C. 1965
 STRINGER C.H. 1924
 STRINGER G.S. 1902
 STRINGER H. 1886
 STRINGER H.W. 1886
 STRINGER J.H. 1876
 STRINGER S.C. 1900
 STRINGER W. 1875
 STRINGER W.H. 1901
 STRINGER W.J. 1861
 STRINGLEMAN H. 1965
 STRONACH W.R. 1888
 STRONG R.J. 1905
 STROUTS Miss 1917
 STROUTS C.M. 1885
 STROUTS F.W. 1899
 STROUTS H.W. 1899
 STROUTS W.F. 1913
 STUART D.H.K. 1946
 STUBBS A.E. 1890
 STUBBS W.M. 1879
 STUBBS Wm. 1898
 STURGEON B. 1983
 STYCHE Miss 1899
 STYCHE A.L. 1887/93
 STYCHE Mrs. A.L. 1929
 STYCHE H.V. 1887
 STYCHE M.L. 1923
 STYCHE S.G. 1885/94
 STYCHE W.A. 1887
 STYCHE W.E. 1888/90
 SUCKLING F.W. 1904
 SULLIVAN D. 1915
 SUNDERLAND J.O. 1957
 SUNDSTROM T.A. 1958
 SURGENOR T.A. 1958

SUTCLIFFE T. 1878
 SUTHERLAND B. 1868
 SUTHERLAND P.J. 1972
 SUTTON G. 1900
 SUTTON G.O. 1894
 SVENSON T.C. 1953
 SWAN G. 1882
 SWANSON J.W. 1886
 SWEET K. 1968
 SWINDLEY F. 1866
 SYMES R.C. 1900
 SYMES R.E. 1899
 SYMES W.R. 1887
 SYMINTON S. 1903
 SYMON D.F. 1946

T

TABATON H.J. 1882
 TAIT H. 1922
 TAIT J.L. 1879
 TALBOT A.E. 1898
 TALBOT N. 1900
 TALBOT W.C. 1911
 TANCRED H.J. 1875
 TANCRED S.M. 1875
 TANCRED T.P. 1868
 TANGE A. 1899
 TAPLEY G.L. 1919
 TAPPER G.A. 1889
 TATE D.D. 1969
 TATE R.D. 1965
 TATHAM J. 1984
 TATTLE G.J. 1926
 TAVENDER B. 1907
 TAYLER E.J. 1902
 TAYLER T. 1876
 TAYLOR A.R. 1954
 TAYLOR B.E. 1894
 TAYLOR B.G.J. 1972
 TAYLOR B.W. 1956
 TAYLOR C. 1892
 TAYLOR C.M. 1899
 TAYLOR Miss D. 1906
 TAYLOR D. 1864
 TAYLOR E.C. 1912
 TAYLOR F.S. 1922
 TAYLOR G.G.L. 1902
 TAYLOR J.B. 1927
 TAYLOR Mrs O. 1961
 TAYLOR L.S. 1920
 TAYLOR R. 1862
 TAYLOR R. 1899
 TAYLOR W. 1963
 TAYLOR W.N. 1966
 TAYLOR W.M. 1883
 TAYLOR — 1875
 TE HAU P. 1979
 TELFER R. 1980
 TEMPLAR H.A. 1907
 TEMPLAR H. 1886
 TEMPLE E.B. 1961
 TEMPLER H.E. 1871
 TEMPLER R.C. 1871
 TEMPLER F.D. 1907
 TESCHMAKER C. 1888
 TESCHMAKER C.W. 1872
 TESCHMAKER J.C. 1888
 TETLEY H.H. 1956
 THACKER C.D. 1906
 THACKER H.T.J. 1890
 THACKER W.T. 1922
 THACKER W.M. 1939
 THODEY H.J. 1901
 THOMAS A.H. 1897
 THOMAS C.C. 1957
 THOMAS C.D. 1984
 THOMAS C.E. 1972
 THOMAS C.F. 1908
 THOMAS C.R. 1959
 THOMAS E.G. 1891
 THOMAS F.J. 1892
 THOMAS F.M. 1892
 THOMAS F.N. 1903
 THOMAS F.P. 1900
 THOMAS F.W. 1903
 THOMAS G.A.S. 1962
 THOMAS G.L. 1905
 THOMAS G.W. 1878
 THOMAS H.H. 1896
 THOMAS J.S. 1922
 THOMAS M.D. 1952
 THOMAS R.D. 1866
 THOMAS Mrs. R.D. 1899
 THOMAS R.W. 1886
 THOMAS W.H. 1897
 THOMLINSON W.F. 1968
 THOMSON A. 1867
 THOMPSON A.B. 1896
 THOMPSON G.J. 1951
 THOMPSON H.M. 1868
 THOMPSON H.M. 1936
 THOMPSON F.L.N. 1902
 THOMPSON G.J. 1951
 THOMPSON Miss R. 1919
 THOMPSON R. 1919
 THOMPSON R.S. 1876
 THOMPSON W.R.B. 1936
 THOMS J.N. 1928
 THOMSON A. 1895
 THOMSON A.W. 1920
 THOMSON C.F. 1908
 THOMSON C.H. 1877
 THOMSON D.G. 1890
 THOMSON F. 1928
 THOMSON F.B. 1888
 THOMSON H. 1862
 THOMSON H.J.M. 1894
 THOMSON J.J. 1889
 THOMSON J. 1869
 THOMSON H.T. 1937
 THOMSON P.M. 1978
 THOMSON R. 1908
 THOMSON R.W. 1951
 THOMSON W.G. 1961
 THORNHILL — 1864
 THORNTON C.J. 1904
 THORNTON E.K. 1883
 THORPE A. 1980
 THORSEN C.R. 1973
 THURLOW A.C. 1931
 TILLEY J. 1984
 TIMMS C. 1959
 TIMMS R.A. 1905
 TIMPANI I. 1972
 TINDLE P. 1956
 TIPITSKI D. 1945
 TIPPETTS E.W. 1862

TINSLEY W. 1892
 TOBIN C.J.O'H. 1962
 TOBIN J.O'H. 1915
 TOBIN Mrs. J.O'H. 1962
 TOCKER P.W. 1948
 TOD H. 1892
 TODD A.H. 1884
 TODD G.D.H. 1948
 TODD H. 1892
 TODHUNTER C.F. 1863
 TOLERTON T. 1902
 TOLLER J. 1867
 TOMS J.N. 1929
 TONKIN J. F. 1920
 TONKIN R.D.G. 1954
 TOSSMAN J. 1889
 TOSSMAN N. 1931
 TOSSWILL L.W. 1908
 TOUCHE J.E. 1890
 TOVEY P.H. 1938
 TOWNEND F. 1914
 TOWNEND J.N. 1886
 TOWNEND Miss M. 1905
 TOWNEND Miss R. 1905
 TOWNSEND C. 1903
 TOYNBEE G.A. 1944
 TREFFERS M. 1978
 TREMBATH D. 1985
 TRENCHARD F. 1889
 TRENT R.E. 1927
 TRENT Miss R. 1906
 TRESIZE W.T. 1937
 TREWEEK R.C. 1904
 TRIBE C.E. 1872
 TRIBE G.H. 1861
 TRIBE H.H. 1919
 TRIBE Lance 1899
 TRIBE Les 1900
 TRIGGS Miss 1902
 TRIGGS L.M. 1948
 TRIGGS R.A. 1919
 TRIGGS W.G. 1884
 TRIPE T.R. 1900
 TRIPHOOK E.D. 1874
 TRIPP A.B. 1888

TRIPP L.O.H. 1887
 TRISCHLER F.A.C. 1878
 TRIST W.C. 1924
 TROLOVE N.F. 1910
 TROUP Miss 1903
 TROUP F.M.M. 1904
 TROUP J. 1898
 TROW D.A. 1985
 TRUSCOTT R.D. 1956
 TUCK A. (Hamilton) 1978
 TUCKER H.A. 1907
 TUCKER F.W. 1902
 TUCKER P.H. 1902
 TUCKER W. 1908
 TUDHOPE W.
 TULLETT K. 1934
 TURNBULL A. 1873
 TURNBULL J.W. 1960
 TURNER A.B. 1922
 TURNER A.L. 1896
 TURNER A.W. 1878
 TURNER C.F. 1881
 TURNER C.G. 1904
 TURNER C.H. 1878
 TURNER C.S. 1929
 TURNER D. 1870
 TURNER F.B. 1888
 TURNER M.C. 1958
 TURNER R.T. 1955
 TURNWALD A.W. 1929
 TURRELL C.M. 1895
 TURRELL E.M. 1887
 TURRELL M.E. 1888
 TURTON G. 1899
 TUTTY S. 1883
 TWEEDALE W. 1934
 TWENTYMAN J.H. 1868
 TWENTYMAN S.T. 1888
 TWISS J. 1986
 TYE J.M. 1968

U

UDEN G. 1976
 UNWIN P. 1982

V.

VALLANCE W. H. 1887
 VALPY F. H. 1865
 VAN ASH H. 1900
 VAN DOORN F. 1969
 VAN DOORN R. 1969
 VAN DER HYDE R. M. 1868
 VAN DER LELY H. C. 1956
 VAN DER VELDEN J. 1903
 VAN SLYKE L. G. 1930
 VAN TUINEN G. 1985
 VARGA J. 1977
 VAUGHAN E. 1897
 VEAR C. F. 1894/1901
 VEREY Miss D. 1930
 VERGETTE J. L. 1903
 VICKERMAN F. A. 1897
 VIGGERS W. 1869
 VIGORS W. B. 1884
 VINCENT C. C. 1874
 VINCENT F. H. 1919
 VINCENT N. McD. 1922
 VINCENT R. 1898
 VINCENT W. S. 1875
 VIVIAN I. 1937
 VIVIAN J. C. 1932
 VIVIAN P. A. 1938
 VIRTUE A. DeG. 1905
 VIZERS W. 1869
 VODANOVICH I. M. 1947
 VON HAAST H. 1886
 VON HASST J. H. 1887
 VON HAAST L. 1887

W.

WADDELL Miss N. 1918
 WADSWORTH W. T. 1972
 WAGHORN D. N. 1915
 WAGSTAFF H. F. 1880
 WAIT J. R. 1909
 WAITT R. 1868
 WAKEFIELD E. J. 1862
 WAKELY D. I. 1933
 WALFORD B. 1960

WALKDEN C. 1890	WARDEN N. J. 1955	WEBB H. P. 1880
WALKDEN N. M. 1946	WARDEN R. 1961	WEBB R. H. 1905
WALKDEN W. L. 1958	WARDEN W. A. 1952	WEBB R. L. 1939
WALKER — 1865	WARDROP J. T. 1879	WEBB W. 1868
WALKER B. J. 1944	WARNER T. 1878	WEBB W. J. 1881
WALKER B. R. 1980	WARNER W. 1869	WEBBER R. J. C. 1920
WALKER D. K. 1932	WARREN I. 1959	WEBLEY F. 1898
WALKER N. 1921	WARREN R. 1967	WEBLEY L. R. 1923
WALKER P. J. 1970	WARDS D. 1984	WEDDLE F. F.
WALKER R. H. 1949	WATCHMAN E. F. 1872	WEEDON R. T. 1876
WALKER S. 1928	WATERSON C. 1898	WEENINK G. W. 1956
WALKER T. J. 1885	WATKINS C. M. 1923	WELCH H. L. 1888
WALKER T. N. 1912	WATSON Miss 1905	WELCHMAN E. F. 1872
WALKER W. B. 1913	WATSON A. C. 1872	WELLS J. 1961
WALL Miss M. 1916	WATSON B. J. 1957	WELLS S. 1907
WALLACE C. E. 1898	WATSON G. 1877	WELSFORD J. K. 1962
WALLACE H. C. 1903	WATSON G. N. N. 1902	WEMSEY A. 1878
WALLACE J. 1919	WATSON H. 1889	WENTWORTH P. B. 1956
WALLACE Miss M. 1923	WATSON H. C. M. 1873	WEST B. 1919
WALLACE R. 1906	WATSON H. C. N. 1898	WEST F. A. 1954
WALLACE R. D. 1974	WATSON H. I. 1903	WEST H. 1893
WALLACE S. B. 1929	WATSON R. J. 1973	WEST W. L. 1958
WALLACE T. V. 1913	WATSON S. 1985	WESTENRA A. H. 1867
WALLACE W. 1902	WATSON W. 1903	WESTENRA G. 1871
WALLACE W. S. 1896	WATSON W. J. 1906	WESTON H. 1880
WALLS S. 1907	WATSON W. W. 1881	WESTON S. 1880
WALPYNE F. H. 1865	WATT D. A. 1888	WESTON S. E. 1983
WALSH M. 1979	WATT E. 1894	WESTON T. S. 1881
WALSH N. 1979	WATT W. 1887	WHATMAN M. M. 1952
WALTON P. 1894	WATTS H. R. 1930	WHATMAN M. P. 1926
WALTON R. 1864	WATTS M. D. 1931	WHEELANS J. W. 1956
WALTON R. J. 1885	WAUCHOP M. G. 1907	WHEELER E. 1876
WANSEY A. 1878	WAUCHOP W. S. 1906	WHEELER E. R. 1889
WANSEY H. 1880	WAXMAN J. 1872	WHITAKER B. H. 1970
WANSEY J. O. 1877	WAY Miss 1903	WHITCOMBE Miss 1906
WARD B. 1875	WAY C. C. 1877	WHITCOMBE B. E. H. 1889
WARD C. A. 1912	WAY J. 1887	WHITCOMBE D. J. 1912
WARD C. S. 1914	WAY P. H. 1907	WHITCOMBE F. 1876
WARD D. 1877	WAYMOUTH F. 1874	WHITCOMBE F. 1918
WARD G. H. 1949	WAYMOUTH H 1929	WHITCOMBE G. E. 1889
WARD I. D. 1954	WEALLENS C. 1896	WHITCOMBE H. 1908
WARD M. 1920	WEAVER E. B. 1980	WHITCOMBE Miss M. 1908
WARD P. 1877	WEBB A. G. 1915	WHITCOMBE M. 1920
WARD W. F. L. 1889	WEBB A. J. 1884	WHITCOMBE W. M. C. 1918
WARDELL N. O. 1917	WEBB E. N. 1934	WHITE A. E. 1895
WARDEN K. W. 1957	WEBB G. E. 1890	

WHITE G. 1975
 WHITE H. 1981
 WHITE P. P. 1874
 WHITE R. R. 1911
 WHITFIELD N. K. 1949
 WHITEHEAD A. J. 1900
 WHITEHEAD E. C. B. 1900
 WHITEHEAD D. M. 1973
 WHITE-PARSONS C. 1896
 WHITE-PARSONS J. 1913
 WHITE-PARSONS P. 1899
 WHITFIELD N. K. 1949
 WIBERG L. 1981
 WICHT G. 1978
 WICKENS R. C. 1909
 WICKS A. 1885
 WICKS P. 1972
 WICKS Miss V. 1923
 WIDDOWSON H. Y. 1901
 WIDDOWSON W. 1882
 WIGLEY A. J. 1905
 WIGMORE L. G. 1919
 WIGZELL L. 1965
 WILBERG E. N. 1873
 WILBERFORCE R. 1880
 WILCOX E. F. 1912
 WILCOX H. E. D. 1903
 WILDE D. C. M. 1965
 WILDER S. R. 1971
 WILDING F. 1881
 WILKIN C. 1889
 WILKIN J. 1875
 WILKINS W. G. 1875
 WILKINSON F. G. 1888
 WILKINSON J. R. 1874
 WILKINSON W. J. 1890
 WILKS P. J. 1980
 WILLETT J. 1961
 WILLIAMS C. 1896
 WILLIAMS C. H. 1912
 WILLIAMS C. R. 1892
 WILLIAMS D. R. 1962
 WILLIAMS G. P. 1870
 WILLIAMS H. R. 1919
 WILLIAMS L. H. 1912
 WILLIAMS S. M. 1978

WILLIAMS W. 1875
 WILLIAMS — 1905
 WILLIAMSON R. Z. 1973
 WILLIS Miss 1905
 WILLIS D. R. 1975
 WILLIS S. H. 1904
 WILSON A. 1911
 WILSON A. 1897
 WILSON A. C. 1961
 WILSON A. J. 1968
 WILSON B. 1972
 WILSON B. J. 1968
 WILSON C. 1929
 WILSON C. S. 1923
 WILSON D. J. 1929
 WILSON E. J. 1923
 WILSON Miss E. 1904
 WILSON G. H. 1975
 WILSON H. Craycroft 1897
 WILSON J. A. 1934
 WILSON J. D. 1957
 WILSON J. H. 1904
 WILSON J. S. 1882
 WILSON J. T. 1902
 WILSON J. W. 1944
 WILSON K. C. 1972
 WILSON L. 1907/15
 WILSON L. H. 1886
 WILSON L. R. 1886
 WILSON L. W. 1872
 WILSON M. S. 1969
 WILSON Miss N. 1903
 WILSON O. S. 1887
 WILSON P. W. 1905
 WILSON Wm. 1868
 WILSON W. 1896
 WILSON W. H. 1911
 WILSON W. J. C. 1897
 WING T. P. 1893
 WINSTONE A. 1897/1906
 WINSTONE A. G. 1895/99
 WINSTONE H. J. 1895/98
 WINSTONE L. 1900
 WINTER C. 1868
 WINTER D. 1879
 WINTER I. G. 1873

WINTER T. A. 1869
 WINTER T. C. B. 1899
 WINTER W. C. 1874
 WINWOOD A. A. 1968
 WITBROCK R. A. 1929
 WITHERS C. W. 1905
 WITHERS B. L. 1908
 WITHERS M. A. (Barnett)
 WOLEDGE E. J. 1980
 WOOD C. R. E. 1904
 WOOD F. L. 1928
 WOOD I. D. 1931
 WOOD L. J. 1891
 WOOD Miss M. 1930
 WOOD N. 1905
 WOOD P. 1885
 WOOD R. E. 1885
 WOOD W. 1891
 WOOD Wm. 1874
 WOOD W. D. 1868
 WOOD W. H. 1883
 WOOD W. J. 1890
 WOODHAM L. 1959
 WOODHAM R. D. 1961
 WOODHOUSE F. R. 1883
 WOODHOUSE J. S. 1902
 WOODS H. 1911
 WOODS P. 1965
 WOODS R. H. 1922
 WOODWARD — 1875
 WOOLEGE — 1878
 WOOLSTEIN H. M. 1894
 WORSELDINE M. J. B. 195
 WORSLEY E. F. 1912
 WORSLEY F. 1899
 WORSLEY H. E. 1912
 WRATT P. 1921
 WRAY C. R. E. 1904
 WRAY W. G. 1895
 WREATHALL Miss C. 1908
 WREATHALL Miss E. 1914
 WRÉAKS T. 1881
 WRIGHT Mrs. 1899
 WRIGHT Miss 1900
 WRIGHT Miss 1914

WRIGHT A. 1912
WRIGHT C. R. 1950
WRIGHT D. G. 1881
WRIGHT E. F. 1886
WRIGHT Mrs E. F. 1906,
WRIGHT E. W. 1938
WRIGHT G. 1948
WRIGHT G. B. 1981
WRIGHT G. M. 1943
WRIGHT H. H. 1874
WRIGHT J. E. 1878
WRIGHT J. F. E. 1884
WRIGHT P. T. 1893
WRIGHT Sam. 1874

WRIGHT Syd. 1874
WRIGHT S. C. 1950
WRIGHT S. F. 1884
WRIGHT T. 1961
WYATT K. 1980
WYLDE-BROWN R. 1861
WYLIE A. J. 1938
WYNN-WILLIAMS D. 1886
WYNN-WILLIAMS R. G. 1882
WYNN-WILLIAMS W. H. 1868

YALDWIN L. 1884
YALDWIN R. 1884
YEABSLEY H. J. 1941
YORKE G. G. 1948
YOUNG C. S. 1913
YOUNG D. 1967
YOUNG E. L. 1924
YOUNG J. B. 1899
YOUNG J. E. 1911
YOUNG W. D. 1939

Y.

YALDWIN E. 1884

Z.

ZIELE C. W. 1899

APPENDIX SECTION 3

ANNUAL MEMBERSHIP LIST

There is little doubt that the people whose names are listed were members at the time stated, although the date of election may not be strictly correct, particularly in the earliest days, before the practice started of listing names in the Annual Report. In those days all minutes and reports were in long-hand, some rather "flowery" hands difficult to decipher. There may well be names un-recorded or others entered twice, perhaps with different spellings or initials. There was not always much attempt to recognise coxswains, many of whom retained a great interest in the Club even if they did not become rowers. Wherever possible those who did so have been recorded with (X) against their names. For any omissions or inaccuracies we apologise.

Members from associated secondary schools and the university are recorded in the year in which they were first admitted to the Club. These groups may have their own records but, for the purpose of this list, **only the names of those who became full active members of the Club, are recorded.** They are entered in the season in which they are known to have joined their group, full active membership, in most cases being granted several years later.

It is clear that several members of the original Rowing/Boating club carried on C.R.C. membership. These are indicated in the list for December 1963 with the symbol Ø.

Club officers are listed elsewhere in each major office but are further identified here with *. This is done in the year in which they were first elected members, although, in most cases, the office would have been held later and often for more than one term. In these lists are the names of many fine men and women, some of whom were rowers of the first rank, who brought great honour to the Club in many races. Others made their mark more as coaches or administrators whose wise counsel has been no less important to the success of the Club. Many were active for a few seasons only — or less. Many more never aspired to any of these heights but enjoyed the unique social and fraternal life of the Club so much that they subsequently provided a solid core of supporting people who never forgot those days.

Throughout the list, members joining from schools or the university are indicated thus:—

(A) Aranui (B) Boys High (C) Christ's College (L) Linwood
(S) St Andrews (U) University.

1861/62 Foundation Members of the CHRISTCHURCH ROWING CLUB

BENNETT J. H. *	CROSBIE R. P. *	STRINGER W. J.
BRUNSDEN R.	HITCHENS T.	TRIBE G. H. *
BURNELL S. *	LUMLEY G.	WYLDE-BROWN Ralph
CAMPBELL Capt. *	MARTIN C. J. *	
COOKE —	OWEN J. W.	
CORBETT —	REINECKER B. H. *	

APRIL 1862 Now named CHRISTCHURCH BOATING CLUB

BOWLER Wm.	McCORMACK W.	ROSS Robt.
BUTLER Sam.	MELLISH G. L. *	SPROTT M.
COOK Rueben	OAKES J. V.	TAYLOR R.
COUSINS R. T.	OLLIVIER C. M.	THOMSON H.
HODSON H.	OSBORNE J. G.	TIPPETTS E. W.
KERR Peter		

Before December 1863

BARNES E. P.	McDONALD D.	MOWBRAY J.
DE TROY W.	MOORE W. F.	WAKEFIELD E. J.

CANTERBURY ROWING CLUB Members in December 1863

BARNES E. Ø*	DE TROY W. Ø*	MELLISH G. L. Ø*
BLAKISTON A. F. N. *	HARPER H. (Rev.)	MONTGOMERY Wm.
BURNELL S. Ø	HARMAN R. J. S. *	MOORE W. F. Ø
CAMPBELL M. S. *	LEE G. H.	McDONALD D. Ø*
DOUGLAS Thos. *	LLOYD J. H. *	TODHUNTER C. F.

Elected March 1864

BROUGHTON R.	SLATER H.	THORNHILL —
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From here on only the season during which members were elected is given.

1864/65

BEEBY F. *	KNYVETT F.	SEABROOK H. W.
BLAKISTON C. R. *	KOHLER W.	SHEARMAN R. D. *
DANVERS C. R.	LEE W. H.	TAYLOR D.
DE BOURBELL H. H.	LUCKIE F. D. *	THOMPSON N. P. *
FISHER J. T.	READ D.	VALPY F. H.
HARPER Chas	RODGERS I.	WALTON R.

1865/66

DUDLEY E. J. *	LINGARD A. E.	WALKER —
HARPER L.	STEDMAN S. *	WALPYNE F. H.

1866/67

CHURTON W. A. *	OLLIVIER Frank	SWINDLEY F.
HOLMES R. L.	PARKERSON B.	THOMAS R. D. *
NOTTIDGE —	PAUL C. J.	

1867/68

BALFOUR T. W. *	HERDSON J. H. *	STEVENS A. J.
BONNINGTON C.	JEKYLL H. J. C.	THOMPSON Alf.
DUNCAN Clem.	MAINWARING R. *	TOLLER J.
GARRICK E. H. *	MOORE T. R.	WESTENRA A. H. *
GRIERSON C. B. *	MURRAY D. A.	
GREIRSON Trevor *	PARKERSON Ed.	Honorary
HARRIS W. C. (Rev.) *	STEAD Geo. *	SALE Chas.
		STEVENS E. C. J.

1868/69

ACLAND T.
 BAYLY —
 BIRD J. A.
 COBB R.
 COOPER A. R.
 CRAIG David
 DENHAM E.*
 FOSTER R.
 FRANCIS H. W.
 GIRAND S. J.
 GRAHAM E. A.*
 GRESSON C. H. B.
 GRESSON John B.
 GRIFFITH E. G.
 HART M. B.
 JAMIESON J.
 JOYNT T. L.
 KNOX Jas.
 MCGREGOR J.

McPHERSON M.
 MAUDE T. W.
 MILLER W. L.
 MOORE Alex.
 MOURNIER B. C.*
 NALDER C. A.
 NEALL A. F.
 NEWMAN C. J.
 PALMER Joseph
 REVANS S. S.*
 SCOTT Talbot
 TANCRED T. P.
 TWENTYMAN J. H.
 WAITT Robt.
 WINTER C.
Honorary
 ANDERSON J.
 BOWEN C. C.
 CLARK Chas.

COLE L. G.
 COSTER J. L.
 DUNCAN A.
 DUNCAN T. S.
 FLETCHER C.
 GOULD Geo.
 GRAHAM J. E.
 LANE W. H.
 PRINS H. H.
 SAWTELL J. H.
 SUTHERLAND B.
 WILSON Wm.
 WOOD W. D.
 WYNN-WILLIAMS W. H.
Coxswains
 CALLENDAR Jas.
 PEARCE Henry
 WEBB Wm.

1869/70

BALFOUR T. W.*
 BRITTAN F.*
 BRITTAN H. L.
 DYMCK Wm.
 FRENCH J. R.
 FROST T. W.*
 GORDON F. C.*
 HALL G. B.
 HARRIS W. J. M.
 KILGOUR M. J.

LLOYD J. A.
 McFARLANE A.
 PACKE Geo.
 PALAIRET C.
 PRESWICK G.
 READE G. A.
 SMITH J. M.*
 STEDMAN A.
 THOMSON John
 VIGGERS Wm.

WARNER W.
 WINTER T. A.

Honorary
 CONDELL T. D.
 COTTERILL A. J.

Coxswains
 CALLENDAR Wm.
 HAWKINS Wm.
 PERCIVAL A.

1870/71

AMES —
 BRITTAN A. G. (Junr)
 BUDDLE J. F.
 CALLENDAR Wm. (X)
 CLAY Francis
 COOKE W. S.
 COWLISHAW W. P.*
 DIGNAN J.
 DUNCAN P. H.

DUNCAN Wm.
 EYES F. E.
 GORDON T.
 HARPER Geo.
 HELLICAR A.*
 McOWEN R.
 MATWON Conway
 MAXWELL W. F.
 MILLS David

MILLS J.
 PEARSON W. F.
 SHEPHERD Wm.
 WILLIAMS G. P.

Coxswains
 CRAWLEY Jonathon
 McFARLANE James
 TURNER Daniel

1871/72

ATKYNs M. C.
 BRIDGE G. C.
 CAMPBELL R. H.
 CANNON John
 COCHRANE J. M.
 COLLINS J. J.*
 DAVIE J. E.
 DEACON —
 DUDLEY C. F.
 EDGE T.
 EGAN Frank

EYES C. R. F.
 GRAHAM P. A.
 GUNDRY Wm.*
 HAWKINS W. (X)
 JAMESON —
 LIDDELL —
 McDONALD A. V.
 McKENZIE Robt.
 McQUARRIE G. A.
 MAINWARING E. G. H.
 MERRIMAN Fred

MILES G. E.
 MILLS G.
 PALAIRET Ron
 POTTS —
 ROYSE Wm.
 TEMPLER H. E.
 TEMPLER Reg.
Coxswains
 ENGLAND Fred
 ENGLAND Henry
 HAWKES Ed.
 HERDSON M. J. D.

1872/73

ANDREWS W. D.
 BAKER H. E.
 BALLANTYNE Josiah
 BARKER F. F.
 BENNETT A. W.
 CARRICK Alex.
 CAVERHILL J. W.
 CHURCH Basil
 COATES L.
 CUFF Albert
 DAVIE M.

DAVIS J. W.*
 DOBSON R.
 GREY W.*
 KILGOUR K.
 McLEAN Neil
 MITCHELL W. B.
 MORGAN J. A.
 O'CONNOR G. C.
 PHILLIPS E. M.
 SAUNDERS E.
 SMITH R. B.

STEWART —
 STIFFE A. W.
 TESCHMAKER C. W.
 TRIBE Chas. E.
 WATSON A. C.
 WAXMAN J.
 WELCHMAN E. F.
 WILSON L. W.
Coxswain
 FARR E. D.

1873/74

BAIN W. H.
 BAKER T. S.
 BARTON A. S.
 BOLTON Chas.
 BOULTON G. R.
 BOWRON M.
 BRUCE T. H.
 COLLINS —
 CONNELL J.
 DOBSON Arthur
 DOUGLAS G. M.
 DUNCAN F.
 FELDWICK H.
 GLASSON R.
 GOULD Joseph
 HARTLAND W.
 HAWKES E. G. (X)
 HAWKES J. G.

HILL Ed. B.
 HOLT J. W.
 JAMIESON Fred.
 JONES J. Ormsby
 KANE R. R.
 LAURIE C. K.
 MARTIN John
 MARSHALL A.
 MASKELL W. M.
 MOORE Thos.
 MORRIS J. C.
 NIXON C. F.
 PAXTON J.
 PINWILL A. C.
 SCLANDERS W.
 STEPHENS Jas.
 TURNBULL Andrew
 VINCENT C. C.

WATSON H. C. M.
 WILBERG E. M.
 WINTER I. G.
 WOOD Wm.

Honorary
 CARRUTHERS W. D.
 DEAMER W.
 FLETCHER J. J.
 HANMER P.
Coxswain
 HARTHAM Wm.

1874/75

ALLARD C.
 ANSON A. V.
 BALLARD J.
 BATE J. W.
 BEAN W. S.
 CAMPBELL Jas.
 CANNING D.
 CARRON R.
 CARRUTHERS W. D.
 CAVERHILL T. H.
 CLARKE G. A.
 COOCH A.
 COOK C. H. H.
 COOK W. E.
 COTTERILL H.
 CUFF W. C.*
 DAVIE F.
 DIGBY F. H.
 DUGDALE T. W.
 FOSTER A.
 FULTON —
 GLASSON A.
 GOODMAN R. J.
 GOULD J.
 GRIERSON J. F.*
 HADFIELD W. S.
 HALE T.
 HAWKES J. H.
 HAWKINS A.
 HAWKINS F.
 HENDERSON J.

HERDSON J. D.
 HOLLIS J.
 HOLLOWAY J.
 HORN BROOK C. F.
 HORNE W.
 JAMESON J. S.
 LANAUZE C. C.
 LANAUZE J. H.
 LEAN A. C.
 LEARNED T. W.
 LEWIN M.
 LEWIN R.
 LEWIS E. R.
 LOCKHART R.
 LONGDEN A.
 LOUGHNAN H. H.
 McMILLAN J.
 MAPLES W.
 MARTIN Jas.
 MATHESON H.
 MATHIAS A.
 MATHIAS G.
 MELHUISH J. J.
 MELVILLE D. S.
 MILLER W. J.
 NEWTON A. C.
 O'CONNELL D. J.
 O'CONNELL T.
 OLLIVIER L. M.
 OTTERSON A. S.
 PARSON A. R.*

PAVITT Ernest
 PAVITT E. A.
 REVELL J. C.
 REYCROFT —
 ROBINSON S.
 RULE J.
 RULE W. J.
 SELL J.
 SEYMOUR S. B.
 SMITH H. H.
 SOUTER D.
 SPENCER C.
 STAVELEY E. G.
 STRINGER W.
 TOSSWILL L. W.
 WAYMOUTH F.
 WHITE P. P.*
 WILKINS W. D.
 WILKINSON J. R.
 WINTER W. C.
 WRIGHT H. H.

Coxswains

JOHN F. E.
 MILES Chas.
 MOUNTFORT A. J.
 SPENCER R. K.
 TRIPHOOK E. D.
 WRIGHT Sam.
 WRIGHT Sid.

1875/76

ANDERSON A. H.
 ANDERSON J. (Junr)
 ATTACK W. H.
 BAKER W. A.
 BASSETT Thos.
 BEAUMONT J.
 BREWSTER J. E.
 BRUCE H. A.
 CUMMINGS D.
 DALGLIESH R.
 DAWSON Alf.
 DIXON M.

DRAKE J.
 EVANS J. R.*
 FOOKES A. A.
 GRAY J. H. S.
 HEWLINGS S.
 HEYWARD J. G.
 JACOBSON W.
 LIGHTBAND T. H.
 LONGDEN A.
 LOUGHREY J. H. H.
 LUDLOW E. E.
 McLEAN R. L.

McRAE F.
 MORRIS C. D.
 MORRIS W. R.
 PARKER A. S.
 RILEY R. J.
 SEARELL Thos.
 STAVELEY E. G.
 STEWART C. E.
 TANCRED H. J.
 TAYLOR —
 VINCENT W. S.*
 WARD B.

WILKIN J.
WILLIAMS Wm.
WILSON G. H.
WOODWARD —

Honorary
BOWRON G.
COBB W. H.
COSTER E. L.
HARRISON —
TANCRED S. M.

Coxswains
ATAK W. G.
DAY W. A.
McDOUGALL R. E.
MANN W. C.
PAVITT Henry

1876/77

BLACK Henry
BLUNDELL T. S.
BUCHANAN W. E.
BULL W. J.
CRAWLEY J. H. (X)
DUNCAN Thos.
FLOCKTON C.
GIBSON Louis
GORDON Geo. H.
HARDING W. B.
HASTIE F. J.
HOWDEN David B.

IZARD W.
JOHNSON A.*
KITSON R.
LAKE W.
MARRIS J. F.
MOORE Fred
MOORE H. W.
OLIVER J.
PAVITT A. R.*
SALTMARSH A. C.*
SEATON E. W.
SMITH M. D.

SPENCER R. K.
STRINGER J. H.
TAYLER T.*
THOMPSON R. S.
WEEDON R. T.
WHEELER E.
WHITCOMBE F.
Coxswains
JOHNSON Jas. R.
ROSS G. H. D.

1877/78

ALLISON F. M.
ANDERSON A.
BELL W. G.
BOULTON E. M.*
BUCHANAN P. V.
BUCKWORTH C. T.
COOK S.
DUNNAGE F. W.*
EDGAR W. T.*
FERGUSON Alex.
GRAINGER R.
GUY A.
HEBDEN J.
HESLOP R.
ICK C. T.
INNES E. D.

JOYNT T. B.
LAURIE A.
LITTLE Joshua
McDOUGALL R. E. (X)
McGLASHAN W. C.
MORRISON W.
MURRAY H.
NEVILLE L.
NEWTON W. A.
NOTTINGHAM A. C.
PASCOE W. A. (Rev.)
PEARSON A. B.
ROSS H. W.
SNOW R. S.*
SMITH R. B.
TURNER C. H.

TWENTYMAN W.
WANSEY J. O.
WARD Duncan
WARD Percy
WARD Wm.
WATSON Geo.
WAY C. C.

Coxswains
DIXON C.
DUNNAGE W. H.
FLETCHER E.
JOHNSON W.
LAURIE J.
LAURIE W. C.
MANNING C. M.

1878/79

ALLEN J. E.
ALLISON H.
BISHOP R. C.
BUTLER H.
CHILTON M.

CALLENDAR Geo.
COOPER W. McD
CORBETT F.
CUNNUNGHAM J.
DAVIDSON J.
DAVIDSON W.

DAVIE F. M.
DAWSON F.
DOBSON C. B.
DUNSFORD T. R.
FIELD J. S.
FORD Geo.

GOODWIN H.
GORDON G. L. D.
HEAVER J. C.
HUBBARD W.
HUTCHINSON F.
IFWERTSON —
INGLIS C. H.
JOSEPH R. A.
KEITH J. M.
MORGAN F. T.
NIXON —
PAUL A. B.

1879/80

AYNSLEY H.
BAIRD R. M.
BARKER Fred
BRIDGES G. G.
CAVERHILL T.
CLISSOLD E. M.
CLISSOLD Geo.
CURNOW H.
DIGNAN F.
ENGLAND W.
GOERTZ E.
GORDON Sam.

1880/81

BATHURST —
BROWN J. R.
BUDGE C. A.
CAMPBELL Duncan
CROSBIE J. A.
DE CASTRO W. W.
DUNBAR A.
EDGAR C. H.
FENWICK F.
HUTCHISON W.
JOCKEL J.
KILGOUR M. G.*
LOATE R.

PRESTON G. C.
PRESTON R. A.
REID C.
SHARP R. J.
SHEATH Alf.
SMITH A.
SMITH W. S.
SUTCLIFFE T.
THOMAS G. W.
TRISCHLER F. A. C.
TURNER A. W.
WARNER Thos.
WRIGHT J. E.

HANMER E. W.
HART R. W.
HARTLAND J. F.
HAY J.
LANCE T. H.
LEES A. H.
LINGARD E. A. (Rev.)
MARTIN F. W.
MUNRO D.
PENNY E. G. (Rev.)
PICKERING A. L.
QUANE H.

MILTON R.
MOORE T.
MUNSTER P.
NELSON H.
NICHOLLS R.
NORWOOD Francis
PARSONS F.
PRATT F.
PRATT R. H.
SEYMOUR S. M.
SHEATH A. G.
SMITH A. L.
STREET R. C.

Honorary
JAMESON J.
LAURIE V.
LANAUZE R. J.
Cosxwains
ALLEN A. B.
BARNES A.
HODGE C. V.
REESE —
SIMMS W.
WANSEY A.
WOOLEGGE —

SHAW G. T.
STUBBS W. M.
TAIT J. L.
WARDROP J. T.
WANSEY H.
WINTER D.
Coxswains
COWLISHAW F. J.
DIXON R.
DELAMAIN C.
HANNAH F. V.
LINGARD W.

WAGSTAFF H. F.
WEBB H. P.
WILBERFORCE R.
Honorary
PILLIET W. H.
Coxswains
APPLEBY A.
CRAWLEY J.
EVANS F.
HARRIS J.
PARSONS F.
SEYMOUR —
WESTON H.
WESTON S.

1881/82

ANDERSON F. W.
 BENNETT J. F.
 CROWLEY H.
 DUNCAN J. R.
 EDWARDS Stan
 EVANS Alf
 HARPER R. J.
 HARROP J. H.
 HASSALL W. M.
 HILL E. H.
 HOGBEN Geo. ,
 HUMPHREYS G.
 KNIGHT E. R. L.
 LANE L.

LEES C. A.
 MacFARLANE D.
 MacKAY G. W. A.
 MOUNTFORT A.
 NEWMAN J. P.
 PERCIVAL W. B.
 PINWELL A.
 SIMMS H. G.
 SINCLAIR W. M.
 TURNER C. F.*
 WATSON W. W.
 WEBB W. J.
 WREAKS T.
 WRIGHT D. G.

WYNN-WILLIAMS R. G.

Honorary

CRYSTAL W.
 CUNNINGHAM Peter
 DAY Wm. A. (X)
 GREENSTREET F. E.
 HEATH W. B.
 HOMAN H. R.
 MILLER T.
 PEACOCK J. T. (Hon.)
 TURNER C. W.
 WESTON T. S.
 WILDING F.

1882/83

ALABASTER J. C.
 BEAN W. L. (Rev.)
 BETHUNE H. K.
 BULLOCK G. R.
 BUTTERFIELD S.
 CHAPMAN R.
 COUSINS T. C.
 COWLISHAW F. J. (X)*
 EVANS G.
 GIBSON C. M.
 GORDON S.
 GREENWOOD J. R.
 GRIERSON Trevor J.*
 HART G.
 HAULTAIN P. C.

HAWKE A. H.
 HEYWOOD J. G.
 HODGE C. V. (X)
 LEAN M.*
 McGEACHIE W. S.
 McKEIG I.
 MANSFIELD R. R.
 MERTON G.
 MORRIS N. P.
 OLIVER W. J.
 PATTERSON J.
 PAXTON J. T.
 RHIND W. G.
 RIDINGS B.
 SCOTT R. B.

SWAN Geo.
 TABATON H. J.
 TAYLOR W. M.
 WIDDOWSON W.
 WILSON J. S.

Honorary

BULLICK T. A.
 CARRUTHERS W. M.
 FISHER J. B.
 HEATH W. B.

Coxswain

McBETH H. L.

1883/84

BAIRD A. L.
 BROWN R.
 CAMPBELL A. H.
 CHAPMAN Robt.
 COE G. H.
 HALE Thos.
 HEYWOOD H.
 HUDSON —
 JOSEPH R. H.
 KING G. A.
 LANGDON W. H.
 LAURIE P. A.*

LEONARD Alf.
 LOUGHNAN R. H.*
 McNEILL A. R.
 MUTER Stan.
 POTTINGER A. W.
 POTTINGER R. J.
 RILEY C. L.
 ROBINSON W. S.
 SMITH J. W.*
 STEWART C. T.
 STOCK A. H.
 THORNTON E. K.

WOOD W. H.
 WOODHOUSE F. R.

Coxswains

HARVEY W.
 KITSON W.
 PENGELLY W.
 REES R.

1884/85

ARMITAGE G. W.
 BLACKBURN G. H.
 BRUCE Selwyn
 CAMPBELL E. F. N.
 CLISSOLD F.
 COLEBROOK C.
 CORBETT L. E. H.
 CUDDON R. F.
 CUFF L. A.
 DEAMER F. W.
 DUFF J. F.
 ELMSLIE W. P. S.
 FISHER W. S.
 HOBBS L. J.
 HOULTON F.
 HUGHES E. H.

JOHNSON J. R. (Senr.)
 LAURIE J. M.
 LAURIE W. C. (X)
 LINGARD W. (X)
 LOCKHART R.
 McARA A. G.
 McBETH H. L. (X)
 MILLAR F. R.
 MORGAN A. B.
 MORGAN M. F.
 PENRICE J. C.
 PLAISTED W.
 RICH H. R.
 RICH R. C.
 ROBERTS J.
 ROSS G. H. D. (X)

SCOULAR W.
 TODD A. H.
 VIGORS W. B.
 WEBB A. J.
 WRIGHT J. F. E.
 WRIGHT S. F.

Coxswains

AUSTIN Richard
 BAXTER W.
 BLIGH Richard
 DUNNAGE H.
 HARVEY G.
 McBETH A.
 RINGWOOD A.
 SHAW H.

1885/86

BLYTH A. H.
 BROWN J.
 BUCKLAND F. E. *
 CALVERT R. J.
 CROSS R. J.
 CRUMP F. C.
 GLASS H. A.
 GRAHAM W. J.
 GREENSTREET F. E. (X)
 HARTE H. D.
 HAWKES J. S.
 HOBBS F. W. *
 HOGG R. J.
 HURLEY H. E. A.
 JOHNSON C.
 JOYNT W. M.
 KIMBELL F. G.
 MAHER P.
 MELLISH W. E.
 MILLER H.

MOORE E.
 MUTER P.
 NOYES A. H.
 PARSON F. J.
 PAVITT W.
 PONSONBY T. W.
 RHODES A. E. G. *
 SCALES W.
 STRATTON H. L.
 STROUTS C. M.
 WALKER T. J.
 WALTON R. J.
 WOOD R. E.

Honorary

BUCHANAN T. V.
 DAVIS H. W.
 DAVIS N. H.
 GERMAN W. A.
 LYON A.

Coxswain

CAUSLAND R. J.
 FINDLAY A.
 GILL Peter
 GLASGOW J.
 HALL T.
 HALL P.
 HOBBS H.
 HOBBS L. J.
 LAURIE R.
 PICKERING G. R.
 SAUNDERS H.
 SKINNER Joseph
 STYCHE S. G.
 TRIGGS W. G.
 WICKS A.
 WOOD P.
 YALDWIN E.
 YALDWIN L.
 YALDWIN R.

1886/87

BALLANTYNE E. M.
 BILTON C. S.
 BLUCK W.
 BRIDGE C. H.
 BROADHURST —

BUNNY E.
 COBBY F. E. *
 COLCLOUGH W. J.
 COOKE H.
 CUFF M.

DEAKIN —
 FARR E. D. (X)
 FISHER H. T.
 GOSS W. M.
 HANNAH H. F. *

HARDY E. A.
HARGREAVES H. E.
HAWKINS A. H.
HASTINGS C.
HOBISON M. C.
HOSKYNs C.
HUNT F. K.
JOHNSON A. R.
JOHNSTON C. E.
KIRCALDY W.
MURRAY H. B.
MURRAY J.
NORTH T. H.

NOTT F. R.
OLLIVIER A. M.
PAVITT W.
PRATT A. L.
ROBINSON W.
SMITH G. L.
STRATTON H. L.
STRINGER H.
STRINGER H. W.
STYCHE H. V.
SWANSON J. W.
TEMPLAR H.
THOMAS R. W.

TRIPP L. O. H.
VON HAAST H. *
WILSON L. H.
WILSON L. R.
WRIGHT E. F. *
WYNN-WILLIAMS D.
Honorary
BAIRD J. McV.
FAIRHURST J. D.
MAWDSLEY F. L.
NELSON N.
PHILLIPS F.
TOWNEND J. N.

1887/88

ACLAND J. D.
BAKER Harry
BROOK W. P.
BUTLER J. A.
BUTTERWORTH H. R.
BUTTS Geo.
DALY J. Y.
DICK J. H.
DOUGLAS J.
DUNNAGE W. H. (X)
FENWICK H. S.
FULLER L. F.
HEPPEL G. T.
HILL Geo.
HIORNS C.
KENNEDY J. P.
LAURIE S.

LOUGHREY A.
LYTHBERG W.
McINTOSH R. W.
MATTHIAS C. H.
MERTON H.
MOLLER O.
NICHOLL H. F. *
NOTT H.
PAVITT E. H.
REVELL T. A. *
SAINSBURY J. B.
SPEIGHT R. *
STANDISH F. B.
STYCHE W. A. *
SYMES W. R.
TRIPP L. O. H.
TURRELL E. M.

VON HAAST L.
VALLENCE W. H.
WATT D. A.
WATT W.
WAY J.
WOOD Henry
Honorary
CAMPBELL J. D.
CLISSOLD E. M.
HOBBS F.
WOOD H.
Coxswain
BROOK C. P.
CUMMINS F.
HAAST J. H.
NICOLL L. A.
STYCHE A. L.
STYCHE W. E.

1888/89

ACTON-ADAMS H.
BOWKER H.
BUTLER W. E.
BROUGHTON F.
CALDWELL H. B.
CHARLESWORTH F. T.
COWLISHAW T. L. *
COWLISHAW W. M.
DAY W. A.
DEVENISH W.
FLESHER J. A.
GIBSON R. S.
GREENWOOD H. F.

HEYWOOD E. E.
JOHNSON F. H.
LE CREN E. A.
McFARLANE G. D.
MALING J.
NICOLL C. W. *
PAPPRILL E. E.
RHODES R. Heaton
RIDINGS Wm.
ROSE P. C.
SATCHELL F. N.
STRONACH W. R.
TESCHMAKER J. C.

TRIPP A. B.
TURNER F. B. *
TURRELL M. E.
TWENTYMAN S. T.
WELCH H. L.
WILKINSON F. G.

Honorary
CROXTON C. H.
TESCHMAKER C.

Coxswain
AMYES A.
GOWAN C.

1889/90

BLACKISTON C. D.
 BLENKTHORNE C.
 BOULTON W. J. P.
 BRADLEY C. R.
 BURROWES G. W.
 CHILDS W. J.
 COOPER H.
 CUDDON F. E.
 DALSTON H. M.
 GARSTON Horace
 GROGAN M. W.
 HASSAL H.
 HENDERSON G. W.
 HEYWOOD E. B.
 HIORNS E.
 HOARE Phil
 JOHNSTON W.
 LAURIE R. A.
 LIGHTBAND Harold

MARSHALL J. F.
 MATSON H.
 MORNINGTON G. H.
 NICOLL A. J.
 NICHOLSON J. W.
 NORTON A. W.
 PALAIRET J. G.
 POULTON J. P.
 REECE C. S.
 ROSS A. D.
 ROXBY E. H. M.
 SEARELL S. E.
 SOUTER J. W.
 STRANGE E. W. G.
 STEVENS H. F.
 STROUTS H. W.
 TAPPER G. A.
 THOMSON J. J.
 TURTON G.

WARD W. F. L.
 WATSON Harvey
 WHEELER E. R.
 WHITCOMBE B. E. H.
Honorary
 BRUCE C. B.
 BUCHANAN A. J.
 BUCHANAN E. J.
 DERRY W. H.
 LANE B. L.
 ROBINSON H. B.
 WALKDEN F.
Coxswain
 BURKE C.
 JONES C. B.
 LAKE R. E.
 POST F.
 TRENCHARD Fred

1890/91

ANDERSON Fred
 BELL C. S.
 BISHOP W. E.
 BLACK R. F.
 BROOK Carlton
 BURNES D. J. S.
 COATES G. W.
 DECK E. H.
 DONALD Y.
 EDWARDS N. W.
 FISHER C. E.
 FULLER J.*
 HARRIS Ed.
 HOBBS H. (X)
 HIORNS H. G.

HUMPHREYS G. W.
 JULIUS C. (Rt. Rev.)
 LAW H. R.
 LAWRENCE N. E.
 McBETH A. C.*
 McLENNAN A.
 MARSH H. E.
 NEAVE P.
 NICHOLSON C. W.
 NICOLL E. F.*
 PEMBERTON F. A.
 PHILLIPS G. J.
 RAMSDEN J. R.
 RHODES G. E.
 ROBERTS H. F.

ROSS G. F.
 SCULLY G.
 STOKES J. E.
 STUBBS A. E.
 STYCHE W. E. (X)
 THACKER H. T. J.
 THOMAS E. G.
 TOUCHE J. E.
 WALKDEN C. (Jnr)
 WARD R. R.
 WEBB G. E.
 WILKINSON W. J.
 WOOD W. J.
Coxswain
 HARPER H. P.
 HOBBS L. C.

1891/92

ALLEN W.
 BECKETT C. J. B.
 BINGHAM Thos.
 BLACKBURN S. S.
 BOURN G. A.
 BROAD Lionel
 BURT T. R.

BUTTERFIELD M. W.
 COOPER Syd
 DAVENEY J. T.
 DONALD Wm.
 ELLIS A. R.
 EVETTS J. J.
 FLOWER F.

GILBERT Alf
 GUISE R. W.
 HAWKES Chas.
 JONES A. L. T.
 LAURENSEN J. B.
 MITCHELL F. W.
 MUSSON G. E.

SIMMS Jas.
TODD H.
WOOD L. J.
WOOD W.

Coxswains
CHEESMAN C.
HARDY-JOHNSON C.
HOBBS A. F.

MASKELL G.
STEWART G.
STEWART D. M.
TAYLOR C.
THOMAS F. M.

1892/93

ALLOWAY A. J.
BAIN Jas.
BELL N. L.
BUCKLEY W. F. N.
COX S.
CROXTON C. H. (X)
DEIGHTON H. A.
DE VEAUX F. R.
DUNSFORD F. R.
GLEDHILL A. N.
GRAHAM Frank

HALLENSTEIN A. W.
HARE H. H.
HARDY-JOHNSON A. S.
HOWELL A. J.
INWOOD H.
LAURENSEN M.
MEARES A. L. D.
MUSSON G. E.
NORRIS E. T.
OLIVER E. W.
ROUT N. L.

SANSFORD F. R.
SLOWMAN C. G.
SNOW R.
TOD H.
TINSLEY W.
WILLIAMS C. R.
Coxswains
FRASER W. M.
HARRISON Geo.
HARRISON Sam.
MOORE Bertie

1893/94

ANDERSON J. W.
APPLEBY L. W.*
ATKINSON J. S.
BLACK W. E.
CLIFFORD H. H.
COX W. E. S.
CRADDOCK H.
DEIGHTON H. A.
FINLAYSON J.
GUNDRY W. S. D.
HOBBS L. C. (X)

ISITT C. W.
JACKSON F. G.
JONES W. H.
McFADZEAN J.
MARCH G. E.
MARRIS B. A.
MORRIS P. B.
PONSONBY P. W.
POULTON F.
ROBINSON E. A.
ROPER A.

SAINSBURY R.
STYCHE A. L.* (X)
WEST H.
WING T. P.
Coxswains
GARWOOD C.
GUNDRY M. H.
JENKINS P. E.
MITCHELL J. A.
VEAR C. F.
WALTON P.

1894/95

BEADEL W.
BLACK H. P.
COWLISHAW F. I.*
DENHAM E. A.
DUNNAGE H. (X)
FROST H.*
FULTON B. S.
GREVILLE E. J.
HEWER J. C.
KONIG H.
LAWRENCE J. W. K.
McLENNEN P. (X)
MATHESON G. L.

MAUDE T.*
MILLS W. E.
MITCHELL J. A. (X)
OLIVER A.
PYNE F. A.
RENTON W. G.
SHAND E. A.
SMALE W.
SMITH W. J.
STYCHE S. G. (X)*
SUTTON G. O.
THOMAS C. D.
THOMSON H. J. M.*

TURRELL C. M.
WATT E.
WOOLSTEIN H. M.

Coxswain
BELL Eric
MITCHELL Albert
MITCHELL Archie
SHAW F. H.
STAPLES R.
TAYLOR B. E.
THOMSON A.

1895/96

BAYNES A.
 BERKELEY W. M.
 BURNS —
 CONNOLLY C. N.
 CUTHBERT W.
 FOSTER T. H.

FRANCIS L. F.
 McKELLAR A.
 MURIDGE G. C.
 NICOLL L. A. (X)
 POULTON J. A.
 SAUNDERS E. V.
 SIMMS A. V.

WHITE A. E.
 WRAY W. G.

Coxswains
 SCOTT F.
 WINSTONE A.
 WINSTONE H.

1896/97

It was decided this season to offer free membership (junior) to a number of schoolboys. Christ's College declined at the time (although many joined after leaving). Boys High offered six boys, who were elected. However, as stated earlier, only those who are known to have become full members are listed.

APPLEBY H. (B)
 BASSETT K.
 BOURNE C. F.
 BRITTAN F. A.*
 BROWN G.
 COTTON J.
 CHRYSTAL W. (B)
 DENHAM C.
 FENNERTY R. T. L.
 FISHER K. W.
 HESLOP H. W.
 GODFREY H. W.
 GREENWOOD A. J.

HARDY-JOHNSON T. E.
 INKSON W. A.
 JENSON J. M.
 LEWIN C. M. (B)
 McILRAITH G. D. (B)*
 McLEOD D.
 MARSHALL H. J.
 MORTON R. M. (B)
 PASCOE G. D.
 PASLEY E. F.
 PYNE C. A. B.
 RYAN A. T.
 SALTER A. W.

SHAND H. J. (B)
 STEWART D. McB. (X)
 THOMAS H. H.
 THOMSON A. B.
 TURNER A. L.
 WALLACE W. S.
 WEALLENS C.
 WHITE-PARSONS C.
 WILLIAMS C.
 WILSON W.
Coxswain
 WINSTONE Arthur

1897/98

AITKEN H.
 AUSTIN R. (X)
 AYERS H. S.*
 BADGER R. S.
 BASSETT K.
 BATCHELOR S. H.
 BROWN C. F.
 BUCKERIDGE E.
 CAMPBELL J. A.
 CANNON P. S.
 CURNOW P. M.
 DILLON W. J.
 DIXON H. H.

FULLER J. R.
 GARDINER H. H.
 GORDON J.
 GORDON J. H.
 HAYES T.
 HAYNES T.
 HORSLEY R. E.
 KENT H.*
 LAKE R. E. (X)*
 LANGDON L. R.
 LANGDON W.
 MALTHUS M.
 MANNING P.

MARSHALL H. J.
 PHILLIPS W.
 POWNE R.
 SPEECHLY N.
 STUBBS Wm.
 THOMAS A. H.
 THOMAS W. H.
 VAUGHAN E.
 VICKERMAN F. A.
 WILSON A. Craycroft
 WILSON W. J. Craycroft

1898/99

ANSON G. E.
APPLEBY R.
BREWER W. H. (Junr)
BUCHANAN Chas.
CAIRNS G.
CHRYSTALL A. J.
COBHAM W. S.
COOPER H. A.
EVANS G.
FANNING L. S.
GORDON A. F.
GUTHRIE E. R.*
HEYCOCK A. E.
IZARD W. A.
JAMESON W. L.
LIGHTBAND S.

McCLATCHIE A.
McKENZIE C.
MADDISON H. C.
MAITLAND W. D.
MILSOM G. M.
MOLLER O. A.*
NEWTON J. E.
NORRIS H. F.
O'BRIEN P.
O'CALLAGHAN W. A.*
REID W. E.
SALTER F. H.
SMITH A. V. (Junr)
SMYTH R. B.
TALBOT A. E.

TROUP J. (Junr)
VINCENT R. (Junr)
WALLACE G. E.
WATERSON C.
WATSON H. C. N.
WEBLEY F.
WINSTONE H. J. (X)
Honorary
AVERILL A. W. (Rev.)
BLYTH H. E.
WORSLEY F.
Coxswains
CANNON Gilbert
COX Syd.
LARGE W.

1899/1900

This was the first season that women were granted membership. They had the use of "pleasure" boats (usually navigated by males) and were much in demand for decorating boats for Opening Day etc., at picnics and other social occasions, but did not row competitively.

ARCHER A.
BASSETT E.
BEAUCHAMP G.*
BENDALL A. T.*
BLACK W.
BONE Geo.
BROWN C. T.
BROWN M. S.
BUCHANAN G. H.
CLARK M.
COMERFORD E.
CONN T.
DRUMMOND J.
DUDLEY C. T.
ELSTON F. G. J.
GORDON G. L. (B)
HARGREAVES W. F.
HIBELL F. H.
HOBBS H. S.
HUME P. B.
JONES G.
KIRTON R. A.
LAWRENCE H. E.

McBETH N. L.
MABIN B.
MONTGOMERY J.
NEAVE Alf.
OLLIVIER C. (Junr)
ROBERTSON G. J.*
SAMPSON W. W.
SANDSTEIN L. M. (B)
SEED A.
SEYMOUR F. L.
SHEPPARD D.
SIMONS C.
SOMERS W. B.
STEVENSON M. W.
STROUTS F. W.
SYMES R. E.
TANGE A.
TAYLOR C. M.
TRIBE Lance
WHITEHEAD E. C. B.
WHITE-PARSONS P.
WILKIN C.
WINSTONE A. G. (X)

WINTER T. C. B.
YOUNG J. B.
ZIELE C. W.
Honorary
BELLHOUSE D.
LOW D. B.
Lady
Miss BAKER
Miss DAVISON
Miss STYCHE
Mrs THOMAS R. D.
Mrs WRIGHT
Coxswains
BUCHANAN T. R.
CLARK Fred.
CRAWFORD Fred.
DANN H.
HILL Arthur
MUNRO John
PRICE David
STONEHOUSE C.
TAYLOR Roland

1900/01

ARTHUR S. H.
 BARTLEY E.
 BECKETT F. P.
 BLYTH H. E.
 BOULTON Thos. B.
 BROWN P. W. H.
 BUNZ A.
 BUNZ L.
 BUSH Geo.
 BUSHELL A.
 BUTLER J. A.
 BUTTON B.
 COMERFORD L. V. *
 DANSEY H. D.
 FOX C. F. D.
 FRANCIS H. R. C. (B)
 GUTHRIE J. S. *
 HARPER H. P. (X)

HOBBS C. H.
 HOLLOWAY A. E.
 HORSLEY G. W.
 IRWIN Jas.
 LINGARD W. E.
 LITTLE E. C. *
 MORRISON J. R. *
 NICOLL E. F.
 PARKER Chas.
 PEACH C. W.
 POWRIE W. A.
 PURDIE W. H.
 ROBERTSON T. A.
 SIMPSON W. W.
 STEELE A. H.
 STRINGER S. C.
 SUTTON G.
 SYMES R. C.

TALBOT Norm.
 THOMAS F. P.
 TRIBE Les.
 TRIPE T. R.
 VAN ASCH Harry
 VEAR C. F. (X)
 WHITEHEAD A. J.
 WHITEHEAD E. C. B.
 WINSTONE Luke
Honorary
 ATCHISON Alex.
 BARNETT M. C.
 COTTERILL F.
 FISHER J. A.
 SIMMONS E. S.
Lady
 Miss DENHAM
 Miss WRIGHT

1901/02

ARTHUR R. C.
 BALLANTYNE J. M.
 BARKER David
 BARNES J. N.
 BEATTIE W. E.
 BLUNDEN A. R.
 BROWN P. W. H.
 BUDD P. G.
 BUSSELL H. R.
 BUTTERFIELD C. H.
 CAMPBELL J. C. (Rev.)
 CLIBBORN C. H.
 CORNER Geo.
 CRADDOCK S. H.
 DENHAM C. I.
 DICK E. W.
 DIGBY H. W. L.
 FOSTER J. G.
 GLEN R. W.
 HARDCASTLE E.
 HAWKINS C. L. *
 HAYNES F.

HENDERSON J. A.
 HILDYARD S. R.
 HILL R. F.
 HOBBS R. J. *
 HOCKLEY Paul
 HUNT L.
 IRONS J. C.
 JAMESON E. S.
 JOHNSTON W.
 KEMPTHORN L. M.
 KERR W.
 KINCAID A.
 KITSON Harry
 MOUAT H.
 MUNNINGS J. F.
 NALDER E. E.
 OLLIVIER C. C. M.
 OXLEY L.
 PARSONS F. W.
 PIRIE A.
 REED A.
 ROBERTS Hugh

RUSSELL H. R.
 SILK E. M.
 SIMMONS W. C.
 SMITH W. V.
 STRINGER W. H.
 THODEY H. J.
 WIDDOWSON H. Y.

Honorary
 HART A. E.
 STEVENSON W.

Lady
 Miss FLETCHER
 Miss STEELE

Coxswain
 GLOVER C.
 FRANCIS C.

1902/03

BARKER A. H.
 BARTRUM J. (B)
 BEATTIE W. E.
 BILTON H. C.
 BLACK E. W. (B)
 BOWLING O. E.
 BRITTAN H. B.
 BRITTAN H. R.*
 CAUGHLEY R.
 DOUBLEDAY W. F.
 DOUGLAS A. R.*
 DOUGLAS H. McK
 EVANS Wm. H.*
 FELL G. Richmond
 FORDHAM P. R.
 FOX T. O. (C)
 GRAHAM A. R.
 GRAHAME R. H.
 GUTHRIE N.
 HILSON J. (B)
 HINDMARSH J. G.
 HOCKLEY Peter

HOLMES D. G. (B)
 HURSTHOUSE J. S.
 HUTTON F. P. N.
 HUTTON L. S. H.
 IGGLESDEN C. S.
 JACKSON E. H.
 JAY A. E.
 JONES Frank R.
 KING R. J. (B)
 LAWRENCE B. E. S.
 LETHABY John
 McCULLOUGH F.
 MALTHUS A. P.
 MARSHALL H. W.
 MATSON W. M.
 MORRIS J. F.
 MURLEY H. E.
 MURRAY J. E.
 ORR Eric
 PEARSON L. B.
 PLUMMER T. H.
 RONAYNE A. H.

SANDSTEIN E. M.
 STARKEY F. B.
 STRINGER G. S.
 TAYLER Eric J.*
 TAYLOR G. G. L.
 THOMPSON F. L. N. (C)
 TOLERTON T.
 TUCKER A. H.
 WALLACE W.
 WATSON G. N. N.
 WILSON J. T.
 WOODHOUSE J. S.
Honorary
 HARTMAN W. T. D.
 HUNT L.
 MIRAMS L. H.
Lady
 Miss TRIGGS
Coxswain
 GREENSLADE J.
 MITCHELL B.

1903/04

ADLEY H. A.
 BARKER H. L.
 BENNETT R. L. (C)
 BIRKS Lawrence
 BOOTH L. H.
 BOTHAMLEY G. F.
 BROOKING E. C.
 BURNS A. G.
 BUSHELL Reg.
 CAMPBELL W. D.
 CLARKE J. L.
 COLLIER H. E.
 COLLINS J. G.
 COOPER W. H.
 CURRIE A. E.
 DALTRY H. J.
 DEANE L.
 DENHAM C. C.
 DUNLOP J. N.
 EGGLESTON E. H.
 FITCH S. I.*
 FLEMING L. N.
 FOSTER A. E.
 GARRICK H. D.
 GILBY A. Horace

GLENDINNING H. C.
 GOUGH T. T.
 GRANT H. W.
 GULLIVER J. F. L.
 GUTHRIE D. C. (B)
 HADFIELD A. K.
 HARPER J. D.
 HEALEY H.
 HORSLEY R. C.
 HUME J. E.
 JACKSON Ed.
 KERR T. H.
 LEVIEN F. H.
 LOUGHNAN C. J.
 McLEAN Neil
 MAYNE G. C.
 MODLIN R. L.
 OLLIVER R. W.
 PARSONSON H. J.
 SCHOFIELD G. H.
 SMITH S.
 SUCKLING F. W.
 SYMINTON S.
 THOMAS F. N.
 TOWNSEND C.

TUDHOPE W.
 VAN DER VELDEN J.
 VERGETTE J. L.
 WALLACE H. C.
 WILCOX H. E. D.
Honorary
 CLARKE Wilf
Lady
 Mrs FRANKISH
 Mrs GRIERSON J. F.
 Mrs PASCOE G. D.
 Miss COGAN
 Miss FRANCIS E. M.
 Miss GOUGH
 Miss MCKENZIE
 Miss SMITH
 Miss TROUP
 Miss WAY
 Miss WILSON E.
 Miss WILSON N.
Coxswain
 CRAIG J.
 MORCOM F.
 STEWART F.

1904/05

BAKER Owen F.
BLACKWELL L. G.
BRAY Wm. B.
BROWN A. E.
BROWN H. P.
BUCHANAN R. S. H.
BURN R. B. (B)*
CAMERON D. L.
CAMERON W. S.
COLLYNS G. S.
COOKSON J. A.
DE THEIR W.
DONALDSON J. S.
DUNCAN N. M.
DUNCAN T. H.
GLEN J. S.
GOUGH T. T.
HAIR H. G.
HILL M. V.

HOBBS A. F. (X)
HOLLIS G. J. (B)
HUMPHREY T. V. (B)
HUNGERFORD J. T.
JAMESON F.
MERTON J. L. C.
MILLAR D. E.*
MILNE F. W.
MURPHY Jas.
NALDER Basil A.
NEWEL C. J.
OSBISTON Frank
PARSON L. H. (B)*
POPE R. L.
RAWNSLEY E. C.
REECE C. H.
SANDALL F. H.
SINCLAIR A. T.
SKEY H. F.
THORNTON C. J.

TREWEEK R. C.
TROUP F. M. M.
TURNER C. G.
WILLIS S. H.
WILSON J. H.
WOOD C. R. E.
Honorary
BYFORD S. E.
MARSHALL R. B.
Lady
Miss BAIN M.
Miss GARWOOD J.
Miss KIPPENBERGER C.
Miss MOORE
Miss WATSON
Coxswain
BEARDSLEY ARTHUR
BUCHANAN T.
MITCHELL P.

1905/06

BADGER H. T.
BAKER L. W. (B)
BARKER A. C. M.
BARNES H. R.
BARNETT W. E.
BONE A.
BUDDLE H. C.
BURKE M. J.
COX A. D.
CRADDOCK C. J.
DOUGALL J. H.
DOUGALL L. A.*
DOUGLAS W. McA.
FITZER R. E.*
FRYER F. C.
GRAY R. J.
GRIFFIN N. A.
HAMILTON H. E.
HANMER H. G.
HARGREAVES J. M.
HEWLETT G. H.
HOPE Owen
HOPKINS Luther*
INWOOD H. R.
KETTLE R. D.
LAWRENCE C. H.
LEWIS R. S.

McDONALD E. B.
MACKAY J. W.
NOLAN C. P.
PARSON L. F. (B)
PARSONSON J. F.
PHIPPS-BLACK W. H.
POTTS G.
PRICE E. H.
ROBINSON R. B. (B)
ROGERS V. J.
SCOTT L. (B)
SHARLAND C. F.
SHONE — (Dr)
STOCKER W.
STRONG R. J.
THOMAS G. L.
TIMMS R. A.
VIRTUE A. DeG.
WEBB R. H.*
WIGLEY A. J.
WILCOX H. E. D.
WILSON P. W.
WINSTOBE A. (X)
WITHERS C. W. (B)
WOOD N.
Honorary
HESSE —

McGOWAN W. S. W.
Lady
Miss ARENAS M.
Miss BLACK F. M.
Miss BUXTON E.
Miss CARTER Ena
Miss CRESSWELL
Miss DUNCAN
Miss FRANKISH C.
Miss HYSLOP
Miss KENT
Miss KENT J.
Miss McCLATCHIE
Miss TOWNEND M.
Miss TOWNEND R.
Miss WILLIS
Mrs DUNNAGE F. W.
Dr BROWN Edith
Dr PITTS E.
Coxswain
DELAMAIN —
FRANCIS —
FRASER N.
NAPIER —
WILLIAMS —

1906/07

A'COURT F. C.
 ANDERSON A. C.
 BAIN A. E.
 BALLANTYNE C. H.
 BARNES D. (C)
 BARNETT M. O. (B)
 BLANK A. R.*
 BOOTH C. S.
 BURN W. M.
 CATERER C. F.
 COWLISHAW F. W. M.
 COWLISHAW J. I. M.
 ELLIS A. B.
 FINCH C. E.
 FOSTER R. F.
 FRANCIS H. J.
 HOLDERNESS R. F.

HUMPHREYS C. T. G.
 JAMIESON J.
 KING G. W.
 MORRISON C. J.
 PATTLE N. F.
 ROSS W. J.
 SPANJER H. T. R.
 STEELE S.
 TEMPLER F. D. (B)
 THACKER C. D.
 WALLACE R.
 WATSON W. J.
 WAUCHOP W. S.
Lady
 Miss BADGER C.
 Miss BADGER J.
 Miss BEATTIE W. M.

Miss BERKELEY J.
 Miss FITZER
 Miss GORTON
 Miss HAWKINS
 Miss HERCUS E.
 Miss HOBBS B. C.
 Miss ROBERTSON
 Miss TAYLOR D.
 Miss TRENT R.
 Miss WHITCOMBE
 Mrs ALLINGTON
 Mrs AYERS H. S.
 Mrs WRIGHT E. F.
Coxswain
 NEWSOME —
 STEWART — (Junr)

1907/08

AGER F. Theo.
 BARNETT S. F.
 BIGG-WITHER C. F.
 BIGG-WITHER C. V.
 BLACK C. F.
 BOOTH G. R.
 BURNS A. G.
 BURNS H. W. M.
 CAREY W. R.
 CLARKE L. P.
 CLARKE W.
 COLLIE J.
 COOPER H. L.
 CUDDON E. W.*
 DAVIES L.
 DENNISON T. A. R.
 DOUGLAS R.
 FENWICK P. C. (Dr.)
 FERGUSON C.

FORBES Len
 FORD C. R.
 FOSTER E. G.
 FRASER F. R.
 HILL C. C.
 KENNEDY J. S.
 KNOWLES E.
 LINZEY A. T. M.
 MARCHANT N. M.
 MARTIN G. A.
 MOORE W. H.
 OTLEY Geo.
 PARKINSON G. H.
 PHIPPS-BLACK C. G.
 ROSS A. L. B.*
 SMITH C. D. (B)
 SMITH F. I.
 SMITH H. Ellison
 TAVENDER B. (C)

TEMPLAR H. A.
 TUCKER H. A.
 WALLS Stuart
 WAUCHOP M. G.
 WAY P. H.
 WELLS S.
Lady
 Miss DOUGALL C.
 Miss MURRAY
 Miss PRICE E. R.
 Miss RUSSELL H.
 Mrs HAWKINS C. L.
Coxswain
 DANN J.
 FOSTER —
 PORTER J.
 JULIAN K.
 SPARROW —
 WILSON Lewis

1908/09

BIGG-WITHER R. R. (B)
 BURN J. S.*
 BUTTLE H. N. (B)
 BYRNE A. E.
 CLARK C. T.

CLARKSON L. (B)
 COOK A. W. (C)
 COOPER A.
 DUNSFORD A. R.*
 FARROW C. G.*

GALE J. H. E.
 GIBSON McK.
 GOLDSBURY N.
 GRIFFITHS S.
 GUINEY D. J.

HAMLIN H. B.
HART G. L.
JOHNSON E.
MORGAN W. J.
MORRISON A. D. C.
OSBORNE E. G. H.
PARSONSON S. V.
REESE E. N. T.
RHODES W. H.
RUSSELL G. J.
SAPSFORD F. L. *

THOMAS C. F.
THOMSON R.
TOSSWILL L. W.
TUCKER W.
WHITCOMBE Hugh
WITHERS B. L. (B)
Lady
Miss BIGG-WITHER K.
Miss BROOKE-TAYLOR C.
Miss CHAPMAN-TAYLOR
Miss CUDDON E.

Miss CUTHBERT
Miss GORTON H. W.
Miss GOUGH E.
Miss HAWKINS E.
Miss HEPBURN
Miss JULIAN M.
Miss NUTTAL E.
Miss PARTRIDGE E.
Miss RUSSELL R.
Miss WHITCOMBE M.
Miss WREATHALL C.

1909/10

BAXTER E. R.
BUTTLE F. L. *
CAMPBELL Lewis J.
CHRYSTAL A. W.
COGAN D. E.
DENNISTON C. G.
ELLIS J. W.
HENDERSON G. H.

KERSLAKE J.
MACKAY D. G.
McKENZIE J. G.
MILLAR F. A. (C)
OPIE R.
REECE Guy N.
STRACHAN L. E. (C)
WAIT J. R.

WICKENS R. C.
Lady
Miss CROXTON E. A.
Miss CROSSMAN C. S.
Miss FARROW C. M.
Miss ROBSON R.
Mrs COWLISHAW F. I.
Mrs EVANS J. R.

1910/11

AMBROSE N. D.
ANDREWS J. (B)
BAIN J.
BARKER R. E.
BROWN W. G.
CAMERON L. G.
COE E. F.
COGAN L. D.
DRAKE G. A.
DUNCAN S. J.
EVANS F. W.

FELDWICK L.
FERGUSON C. A.
FINCH H. E.
FITZER W. H.
HASKINS B. (B)
HERITAGE K.
HEWER V. D.
HUMPHREYS W. A.
JOHNSON S. F.
LANGRIDGE J. W.
LILCOMBE H. W.

McFARLANE N. M.
MARTELL L. R.
MORRIS G. N.
ROBINSON E.
ROSS C.
RUSSELL G. W.
SHEAR E. V.
SIMPSON H. R. (B)
SOANES A.
TONKIN J. F.
TROLOVE N. F.

1911/12

ADAMSON J. (B)
ANDERSON O. W. B.
ARCHER S. R.
BIRCH G. H.
BOWDEN H. L.
BOWRON W. G.
BRISTED J. (B)
BROWN J. (B)
BUNTING W. J.

BURRELL W.
BUTTERS K. G. *
BUTTON E. L.
BUXTON E. L.
COE C. L.
CROKER E. R. J.
EVANS F. E.
FITCH R. D. (B)
FOOTE A. A.

GLEN G. McK.
GUDGEON B.
GUTHRIE M. J. *
HARDY E. L. G. (B)
HENDERSON D. C. (B)
HERMAN R. P.
HARGREAVES H. V.
HARRIS H. W.
HODGSON H. A. (B)

JOHNSON S. F.
 JORDAN R.
 LIVINGSTONE R.
 LEWIS G. L.
 McBEAN G. A. (B)
 McBEAN J. D. (B)
 McFARLANE M. K.
 MAYNARD S. J.
 MORGAN G.
 MURGATROYD H. L. (B)
 OWEN V.

PAYLING A. (B)*
 ROBERTSON J. M.
 SHELLEY P. B.
 SIME N.
 SINCLAIR H. W.
 SKEVINGTON F.
 SLOSS R. (B)
 SLYFIELD R. C.
 TALBOT W. C.
 WHITE R. R.
 WILSON A.*

WILSON W. H.
 WOODS H.
 YOUNG J. E. (B)
Honorary
 SKUSE T. A.
Lady
 Miss DAVIS
 Miss MOIR
 Miss SEED

1912/13

Some Juniors were admitted from other schools this season as indicated. (Only those who became full members are listed.)

BEAUMONT B. B.
 BROWN Chas.
 BURNS T. L.
 CHAMP C.
 CHRYSTAL W. L.
 COGAN H. B.
 COOPER A. A.
 DAVIES R. H.
 DENNISON L. H.
 DOUGLAS N. M.
 DREWERY G.
 EMERY L. A. J.
 GLEN J.
 HARDING L.
 HENDERSON A. R.
 HILL R. H.
 HILSON Jas. S.

IRWIN J. E.
 ISITT L. M. (Junnr)
 KRATZER C. F. (S)
 LONSDALE R. S.
 McDONALD D. C.
 McDOWELL H.
 McKINNON P.
 MANSELL P. D.
 MOORE R. R. C.
 MORRISON J. P. (T)
 MOSLEY C. C.
 MULLIGAN V. C. (B)
 MUNRO W.
 NORTON B. S.
 RUSSELL J. W. (B)
 SANDSTEIN A. C.
 SCANNELL D.

SEAY C. A.
 SEDGWICK W. (Rev.)
 SHERRIS W.
 WALKER T. N.
 WHITCOMBE D. J.
 WILLIAMS L. H.
 WRIGHT A. (B)
Honorary
 HAROLD E. T.
 HENDRY Jas.
 JOHNSON E. J.
 PATERSON A. A.
 TAYLOR E. C.
 WARD C. A.
Lady
 Miss FENWICK
 Miss HAMLIN
 Mrs LAKE

S — St Bedes T — Technical College

1913/14 CHRISTS COLLEGE requested school membership

ARMSTRONG F.
 BAKER R. A.
 BARNETT M. E.
 BISHOP L. W.
 BROWN W. M. (B)
 CANDY T. G. B. (B)
 CHAMBERS J. N.
 CHAMBERS R. C.

CLARK R. J.
 COCHRANE E.
 CONSTANT E. C.
 COXHEAD E. T.
 CUDDON R. E. B.
 DOBSON Donald
 DREWITT H. F. S.
 FAIRBAIRN W.

FEAR E.
 GUDGEON R.
 GUTHRIE G. W.
 HAWDEN N. C.
 INGLIS D. C.
 JAMIESON W. L.
 JOHNSON C. (B)
 JULIAN K. (X)

KENNEDY P. B.
LAWRY H. *
MILN C. (B)
MOSLEY C. C. *
MACKISACK C. B.
MACKISACK J. W.
NAPIER O. J. W. (C)
NEWMAN L. C.
PARRY S. M. *
PETRE J. A.

1914/15

AUSTIN A.
BLACK W. G.
BRISTED E. G.
BURNS N.
BUTLER R.
CHAMPION C. F.
CLARK C. G.
CLARK F.
CRAIG H. S. J.
DALTON S. P.
FLEMING A. M.
GLADSTONE A. V.
GUDGEON A. E.
HANNA T. H.
HILLS P. S. *

1915/16

ALLEY R. (B)
BRENT H. C.
BROWNELL R. T.
CALDWELL W. A.
COCKS E. B. (B)
CHESSON J. J. (B)
CHRYSTALL P. T.
CHRISTIE L. C.
DIAMOND W. (B)
EDGAR C. (B)

1916/17

CHEESMAN E. L.
FERRAR W. T.
HAWLEY L. C.
LIVINGSTONE E. J.
MORRISON F. P.
MOUNTFORT H. V.
PALMER K.

PETRE R. J.
PHILPS R. W.
PINWILL A. C. *
ROCHE F. A.
ROWE G.
RUNNICLES J. H.
RUSCOE C. R.
SPENCER E.
STANBURY W. C. (B)
STAPP V. L. G.

McLEOD J. R.
MAITLAND C. D.
MATHESON D. R.
MONK W. E.
PARSON A. C.
QUARTERMAIN R.
RATTRAY H.
ROBINSON E. H.
SAGE G. R.
SCANNELL O.
SIME S. H.
SMITH R. H.
STEWART F. J.
WARD C. S.
WILSON L. (X) *

GRAY J. E. (B)
HAWKINS S. H. M. (C)
HOLLOWAY A. R.
JACQUES H.
JAMIESON K. P.
LAURIE J.
McCLURE W. M.
STANLEY D. R. (C)
STEVENS W. S.
STEWART W. M.

PASK K. W.
QUANE C. A.
SPOONER R. R. C.
Honorary
BLANCHE G. E.
ENGLAND W. P.
HOLDERNESS G.

STEVENS R.
STROUTS W. F. *
WALKER W. B.

Honorary

BELCHER E. A.
WALLACE T. V.
WHITE-PARSONS J.
WILCOX E. F.
YOUNG C. S.

Honorary

CONNOLLY E. G.
EDWARDS R. D.
FERGUSON H. F.
HAWKINS J. S.
SARELILUS W. G.
TOWNEND F.

Lady

Miss BROWN M. C.
Miss CROXTON C. A.
Miss WREATHALL E. C.
Miss WRIGHT
Mrs GODFREY H. W.

STILL D.
SULLIVAN D. (B)
TOBIN J. O'H.
WEBB A. G.

Honorary

DUNCAN H.
RUSSELL G.

Lady

Miss CALDWELL V.
Miss PIPER M.

KEYS L. J.

Lady

Miss CALDWELL J.
Miss HANNAH L.
Miss STROUTS M. V.
Miss WALL M.

1917/18

CLARKSON G.
COOPER D. A.
GODFREY W. S.*
HARDY R. B.
HARRIS G. H. C.
JONES O. L.

PENNEY A.
Honorary
CROSS Chas.
FLAVELL C. H.
McFARLANE J. A.
MOORHOUSE R. M.

MORRIS C. D.
SOPER W. F.
Lady
Miss GREEN D. E.
Miss BUTTERS L. M.
Mrs MILNE A.

1918/19

BAKER Eric R.
BELL J. L. T.
CLEMENS C. H.*
COOKE L. E.
CROWE A. S.
FEAST H. S.
GODFREY S. P.
GUNN D. A.
GUNN D. St. C.

HANHAM W. G.
KELLAWAY Chas. Seaton
KNIGHT H. B.
LLOYD D. N.
McMEEKIN R. W.
McMEEKIN W. E.
MILLAR F.
MORGAN F. J.
MULLIGAN L. D.

VINCENT F. H.
WHITCOMBE F.
WHITCOMBE W. M. C.
WILLIAMS H. R.

Lady
Miss WADDELL N.
Miss MARCH D.

1919/20

ALLEN A. C. O.
ASHTON S. L.
BACHELOR R. F.
CHATFIELD W. J.
CRAIG B.
CROSBIE C. F.
CUTHBERT R. A.
DALTON J. W.
DAVIES H.
DAY E. C.
DONNELLY T. B.
ELAM E. P. C.
FISHER Warren
GIBSON T. F. M.
HANAFIN D. O.

HOOD S. R.
JACKSON S. W.
JOHNSTON A. K.
JOHNSTON F. W.
JOHNSTONE W. L.
JOUGHIN A. W.
KING Claude
LIGHTBAND H.
McDONALD Y. B.
McGREGOR N.
McSAVANEY G.
MAHALM R.
NELSON J. F. (C)
RUSSELL A. H.
SINCLAIR H. O.

SMITH F. W.
TAPLEY G. L.
TRIBE H. H.
TRIGGS R. A.
WEST B.
WIGMORE L. G.
Lady
Miss STEWART L.
Miss STEWART M. L.
Miss STEWART V.
Miss ROWE E. A.
Miss THOMPSON R.
Miss WALKER A. M.
Mrs GODFREY W. S.
Mrs JACKSON E. L.

1920/21

BEAVEN E. T.*
BOSWELL A. J.
BROWN F. H.*
HOBDAÏ G. E.
HUNT L.
LEECH M. E.
McDONALD H. D.
MILNES R.
JOHNSON Cliff
NEWCOMBE B. (Rev.)
NICHOLLS S. G.

ROBERTSON D. M.
SANDS K. O.
SMITH C. S.
STEWART J. B.
THOMSON A. W.
WEBBER R. J. C.
Honorary
COOPER C. S.
HARRIS P. H.
NOTTINGHAM N. P.
TAYLOR L. S.

Coxswain
EASTWOOD A. H. (B)
HUGHES A.
WARD M.
WHITCOMBE M.
Lady
Miss BENNETT D.
Miss CLEMENS P.
Miss HORRELL M.
Miss LEECH D.
Miss MOIR A.
Miss ROWE E. A.

1921/22

ARMIT W.
ARNOLD G. H. *
BAKER W. E.
BOSWELL A. J.
BOWN F. A.
BREWIS S. G. R. (C)
BRIDGEMAN C. O.
BROOK-SMITH H. L.
CRADDOCK O.
DENT T. J.
DUNCAN A. E.
GREENWOOD H. H. (C)

HAYWOOD C.
HOPKINS J. M. (C)
JOHNSTON J. A. (C)
KENT H. C.
LATIMER R.
LEDGER H. A.
LILLY J. Mc.
McCALLUM C. K.
McDONALD H. D.
NORRIS J. B.
ROBERTSON A.
SATTERTHWAITE A. M.

SAUNDERS F.
WALKER N.
Honorary
BELL C.
BOWMAN N. D.
KIRBY A.
MORTON A. S.
Lady
Miss GODFREY J. S.
Coxswain
CARMICHAEL R.
FIELD G.

1922/23

AYERS L. S.
BERRY A. G. (B)
BLAKELEY O. H. (B)
BURFORD W. S.
COOPER C. T.
CORSBIE C. B.
CURTIS F.
FARRANT W.
GODFREY H. B.
HASLAM A. L.
HOLLAND H. C. (B)(U)*
McHARDIE G.
MINSON S. W. (B)
MORRIS C. S. *
PARRIS F.
PORTERFIELD N. N. (B)
REID J. M.
RULE Eric M. (B)

SAYER L.
SHALDERS T. A.
SMITH H. B. (B)
STAPLES G.
THACKER H. T. (B)
TAIT H.
Honorary
BAILEY D. D.
BECKETT J. O'B.
GOULD D. W. J.
ILES C.
TAYLOR F. S.
THOMAS J. S.
TURNER A. B.
Honorary Member
for Life
BISHOP R. C.D
BUTTON H. E.

CROSS C.
HOBDAY H. S. E.
SOPER W. F.
Coxswain
SAUNDERS R.
SAUNDERS W.
SMITH D.
SMITH W.
STOCK I.
Lady
Miss BUSS N.
Miss HOBBS B. G.
Miss JACKSON A.
Miss PETERS M.
Miss SMITH V.
Mrs FENWICK P. C.
Mrs ROBERTSON D. M.

This was the only year in which Honorary Members were elected for life. The last survivor, Henry Button, died in 1958.

1923/24

BACON C. L. *
BROWN W. J. *
CHRISTIE L. P.
CLARIDGE D. P.
CLOUDESLEY T.
DAY G. W. A. *
DRURY C. G.
DUNSFORD F. R.

FULLER A. A.
GALLAGHER Geo.
GODFREY F. C.
HATCH A. M.
HILL E. F. L. (U) *
HOBBS G. B.
JAMIESON J. B.
JAMIESON L. A.

LEE M.
McCALLUM G. K.
MOON E. G. *
O'BRIEN M.
OWEN C. E. *
REDPATH J. A.
REID J. S.
SMYTHE G. O.

STYCHE M. L.
VINCENT N. McD.
WATKINS C. M.
WEBLEY L. R.
WILSON E. J.
WILSON C. S.*

WOODS R. H.
YOUNG E. L.*
Honorary
BEST H. R.
STONYER C. H.
TRIST W. C.

Lady
Miss FLEMING Rona
Miss JAMIESON J.
Miss PAPPRILL E. N.
Miss WALLACE M.
Miss WICKS V. M.

1924/25

BASSETT E. J.
CUDDON R. E.*
DIBBLE F. C.
FOUNTAIN H. H.
GRENFELL C. E.
JOSEPH A. E.
MOLLER O. C.
PALMER B. A.

PEVERILL E. N.
Honorary
BRADSHAW A. J.
HULSTON H. J.
PIRIE E. M.
SARGENT F. D.
STRINGER C. H.
Lady

Miss MARSHALL N.
Mrs BEAVEN E. T.
Mrs GODFREY S. P.
Mrs GOGGIN P. (Clemens)
Coxswain
MORRISEY P. J.
ROBERTSON A.
SHARP F. S.

1925/26

ADAMSON P.
ARMSTRONG T.
BALLANTYNE C. T.
DUNN A. J.
ENSOR J. E.
FALK G. L.
GORDON L.
JAMES H. S.
JOHNSON G. B.

LECREN R.
McCREDIE G. B.
McGRATH D.
MILNES R. E.
MORRIS Geo.*
SINGLETON H. D.
STEVENSON H. L.*
Coxswain
LEGGE T.

SHARP G.
Lady
Miss AYERS K. C.
Miss BENHAM E.
Miss PRITCHARD K. A.
Mrs FOUNTAIN H. H.
Mrs MORGAN R. A.

1926/27

BARRON W. G.
BOLDERO F.
BOYD D. S.*
COSTER H. R.
DUNCAN J.
ELSOM M. S.
FRATER G. H.*
GRIFFIN C. P.
LOVE R. A.

McBETH M. L.
McCLAREN R. J.
MAYFIELD G. K.
MORTON R.
OBORN F. G.

SMITH S. E.
SMITH V. A.*(U)
TAYLOR J. B.
TATTLE G. J.

WEBLEY L. R.
WHATMAN M. P.
Honorary
HARRIS S. C.
TRENT R. E.
Lady
Miss BENHAM J. M.
Mrs BROWN F. H.
Mrs OWEN C. E.

1927/28

DOUGLAS G. G.
DRUMMOND R. G. (U)
MORRISEY P. J. (X)
HAWKER F. H.
ROBINSON E. A.

STACEY W.
STORRIE C. E.
WOOD F. L.
Honorary
MARDON J. W.

WALKER S.
Coxswain
HAMPTON R. J.
MALAQUIN Frank
ROUNTHWAITE Arthur

1928/29

In 1928 the first University Eights race was held in Auckland. The University of Canterbury club was formed this season.

Refer section on University..

AKINS Don A. (U)	HOBBS H.	PRITCHETT C. E. T.*
BLUNDEN A. A.	HOGGARD Chas.	ROGERS A. E. G.*
BYFORD M. A.	INNES J. C.	THOMS J. M.
CLARK L. E.	LEE H. W. (U)	TURNER C. S. (U)
COOPER A. R.	LOCKHART J. S. (U)	TURNWALD A. W.
DAVIES J. R. (U)	MacLAINE I. (U)	WOOD F. L.
DIEHL E.	McCOMBS T. H. (U)*	Honorary
EALES M. P. (U)*	McGIFFIN J. O.*	FLEMING S. N.
EVANS P. G. (U)	MAHON J. A.	Lady
FARRELL J. F.	MEIKLE M. R.	Miss BELL B. G.
GARRETT R. E. (U)	MORRISH C. J.*	Mrs MORRIS C. S.
GILBY G. F. J. (U)	NUTTING R. B.	Coxswain
HAWKER E. F.	PATTERSON D. M. (U)*	THOMSON Frank

1929/30

ALEXANDER D.	MEIKLE J.	Miss VEREY D.
ALSTON D. V. (U)	MORAY-SMITH I. G.	Miss WOOD M.
BARRETT S. F.	PAVITT N. H.	Mrs BOYD D. S.
BECKETT T. N.	READ H. S.*	Mrs STYCHE A. L.
CORDERY E. L.	READ W. J.	
CORRIGAN D. F.	SMYTH V. S.	Lady (see note)
COX S. W.*	WALLACE S. B. (U)*	Miss FORRESTER E.
DOUGLAS A. R.*	WAYMOUTH H. (U)	Miss FRY M.
EAST G.*	WILSON C.	Miss GARDINER G.
EVANS T. R. (U)*	WILSON D. J. (U)	Miss GARDINER V.
GARRETT D. H.	WITBROCK R. A.	Miss HARRIS B. C.
HAMPTON W. R.	Coxswain	Miss KEATS A.
HOBBS N.	HAMPTON L.	Miss KENT M.
HOSKING L. L. (U)*	Lady	Miss McDOWELL D.
LOGAN L. W.	Miss ANDERSON A. E.	Miss ROCHE N.
McDUFF A.	Miss HOWLETT I. B.	Miss SMITH E.

Note: The Lady members listed under see note were admitted as Y.W.C.A. members to row actively but for several reasons the scheme was abandoned after the following season.

1930/31

ANDREW E. E.	EAST E. W.	GLANVILLE B.
BAMBERY L. S. (U)	EASTERFIELD T. E.	HAMPTON R. J. (X)
BLYTH G. W.	ENSOR H. W.	HUTCHINSON V. C.
CAREW E. H. (U)*	ESSON H. E.	JAMES R. L.
COX F. C.*	FLOWER A. G. (U)	LANGDALE-HUNT G. W.

McILROY R. J.
MACKLEY F. M.
MOORE F. W.
PERKINS C. H. (U)*
PENLINGTON J. W.

READ S. W. J.
SALT G. E.
SIMMERS R. M. (U)*
SNODGRASS C. M.
STEVENS C. S.

VAN SLYKE L. G. (U)*
WATTS H. R. (U)
WATT C. E. (U)
Coxswain
MALAQUIN S.

1931/32

ACLAND M. D.
BRUNT W.
CHRISTIE T. B. L.
EADE F.
FRANCIS C. S.
GLANVILLE F. J.
HAY-McKENZIE G.
HUNTER M. T. (U)*
JOHANSON T.

KEYS F. B.
LEATHWICK F.
McFEDRIES H. J.
McNEILL C. S.
MAINE F. W.
MALING J. R.
PERKINS J. S. H.
POULTON W. O.
ROBERTSON G.

SANDYFORD K. W.
STEWART J. E. (U)*
THURLOW A. C.
TOSSMAN N.
WATTS M. D. (U)*
Honorary
BLAKE B. M.
WOOD I. D.

1932/33

CLARK G. L.
COTTON C. F.
CULLENS A. B.
CURRIE A. R. (U)*
DE ROO L.
DOIG G. A.
ELLIS D. O.
GRAHAM W. M. (U)*
GRAY C. M. (U)*
HERVEY C. R.*
HOOPER W. A.

MADDREN C. C. (U)
McLAUGHLAN R. C.
McCULLOUGH J.
MATSON G.
MOON M. J.
NELSON H. D. (U)
NICHOLSON A. (U)
PASCOE A. T.
PHILLIPS T. M.
RAYNER A. J.
RENAUT J. O. (U)*

ROBINSON W. H.
SIMPSON A. H. (U)
SPENCE C.
STINEAR B. (U)
VIVIAN J. C.
WALKER D. K. (U)
Honorary
KENNEDY J.
Coxswain
BRYSON J.
BRYSON R.

1933/34

ASPELL J.*
BRUNTON J.
BUCHANAN C. G.*
COUZINS M. C.
FOSTER R. O.*
GRIFFIN A. B. (U)
HARRIS R.

HEWITT L. R.*
HULLETT M.
IVES A. C. (U)
KINROSS-WHITE R. W. (U)
MARTIN J. C.
MITCHELL C. G.
MITCHELL M. B.

ROBERTSON Lance
RHIND J. A.
SIMPSON G. R. (U)
STEEDS J. M. (U)
STONEHOUSE W.
WAKELY D. I.

1934/35

ANDREWS A. S.
ALLEN R. J.
A'COURT H. D.
BAKER W. J.
BARNETT Wyn*
CAREY G. (U)
CHARMAN G. L.
COLE J. A.
CONNELL J.
CULLEN S. W. B.
FLOWER H. F. (U)
GRAY S. M. (U)*
HAMILTON R. B.
HARRIS S.
HAYES J.

KIRKCALDIE S. M. (U)
LOUGHNAN R. J. M.
McELWEE G.
McCORMACK C. F.
MASTERS F.
MILLARD H. (U)*
MILLS R. J.
MILNE R. V.
PASK R. J.
PERRY A. A.
RAYMOND O.
ROGERS W. N.
SHAND E. A.
SIMPSON R. L.
STEPHENS M. O.

WEBB E. N.
WILSON J. A.
Honorary
ANDERSON W. M.
HARTIGAN J. W.
HERVEY C. W.
RAWNSLEY E. C.
Coxswain
BELL W.
DAVIE R.
LAFFEY A.
OSBORNE D.
TULLETT K.
TWEEDALE W.

1935/36

ANDREWS W. N. (U)
BLANCHARD C. (U)
BOWES H.*
CAMERON Euan*
CARLYLE L.
FOGARTY G. D.

GRAHAM B.
GUILD A. J. (U)*
KINGSTON E. H.
MINSON D. S.
OLDHAM W. J. (U)
OXNAM D. L. (U)

PALMER A. N.
PEGLEY J. F.

Honorary
DEWSBURY A. H.
PAPPRILL S.

1936/37

BARNES C. E.
BARRY W.
BISSET M. D. (U)
BRETHERTON J. A. (U)
BUTCHER A. L.
CULLEN F. J.
CULLEN P.
DIACK J. E. (U)
EATON H. (U)
EVERIST W. E.

HAMMOND J. K.
HARROP E. W. F.
HOBBS A. M.*
HOGG R. J. K.
HUNT C. C.
JOHNS A. T. (U)*
MAXWELL R. J.
ORSULICH C. C. (U)
PEARCE G.
PLATTS W. M. (U)

RAMSAY W. J. (U)
SCOTT S.
THOMPSON H. M.
THOMPSON W. R. B.
Coxswain
IREDALE W.
LAFFEY W.
KERR J.

1937/38

BARTER L. J.
BELL J. A.
BURGESS R. T.
CLAY M.*
DOBSON C. D. (U)
DOUGALL W. K. L.
FOSTER A. M.
GREENTREE A. G.

HAMILTON D. S.*
HENDERSON H. R.
KENNARD H. R.
LYNCH P. L.
MARKHAM N.
MARTIN A. H. (U)
MORTON J.
MURCHISON R. J. S.

PARKER A. H.
THOMSON H. T.
TRESIZE W. T.
VIVIAN I.
Coxswain
BEAMISH Harry
GRAY Bruce

1938/39

ARMSTRONG I. D.
DALTON G. C. W.
FRENCH G. H.
HARRIS W. H. (U)
HILSON P. W.

HINTON Cliff*
MILNE G.*
NEWMAN M. L. (U)*
PRESTON F. C.*
TOVEY P. H. (U)*

VIVIAN P. A.
WEBB R. L.
WRIGHT E. W. (U)*
WYLIE A. J.

1939/40

BELL L. G. (U)*
HARRIS E. W.
McNEIGHT T. (U)*

MABIN D. B.
OGSTON W.
OLIVER W. J.*

THACKER W. N.
WILLETTS J.
YOUNG W. D.*

1940/41

ANDERSON A. S.
BLICK R. O. f.
BULLICK D. T. A. (U)
CULLEN J. A.
CUMMING R. E.
DRUMMOND G. A. (U)

DUNCAN M. W. (U)
GORDON J. W.
HEWITT S. J. M.
MILNE R. S.
RAINFORTH T. O.
REID N. J. D.

RYDER N. V. (U)
SCANNELL O. A. (U)
SOUTHCORBE F. J. (U)
YEABSLEY H. J.

For the next two seasons the Club was virtually shut down because of World War 2. Building, plant and general business was in the hands of a small group of old members. Refer section on University rowing.

1943/44

BEND R. (U)
CAPLIN H. E. (U)
CHAPMAN P. W. P. (U)
CLOUGHLEY J. (U)
COWLISHAW F. I. (Junr)*

DALEFIELD K. S. (U)
HARLAND C.
HOUGH R. F. (U)*
HUMPHREYS P. J. (U)
KNIGHT K. G. (U)*

LEARY A.
MILLETT E. K. (U)
WALKER B. J. (U)
WILSON J. W. (U)
WRIGHT G. M. (U)

1944/45

BARRACLOUGH A. D. (U)
CALVERT I.
CUTHBERT R. O.
DINGWALL B. G.*

FRASER P. E. (U)
HATRICK A. V. (U)
HUNTER M. G.
McQUEEN J. A.*

OFFER R. E.*
TOYNBEE G. A.

1945/46

ASHBY G. F.
BLACK A. W.
BURLING D. A. (U)
DANNAHER D.

DAVIS M. J. W.*
DRUMMOND B. C. (U)
HYDE G. (U)
JONES H. (U)

McCROSTIE H. H. (U)
NEWMAN V. B.
ROBERTS S. I.
TIPITSKI D.

1946/47

ALCOCK P. C. M.	DAVIDSON G. H. (U)	SHANAHAN D. I.
ATKINSON T. E. (U)	DORF Z. D. (U)	SNOWDEN M. E.
BROOME M. O.*	FREW G. C.	STEWART D. H. K.*
BROWN J. H.	GLASGOW N. W. *(U)	SYMON D. F. (U)*
CALDWELL D.	HANNA C. L.	
CONNELL F. J. (U)	McVICAR J. F.	Coxswain
COOK D. J. S. (U)*	MOORE D. E.	JARVIS D.
COTTON J. G.	SAMUEL J. G. *(U)	JARVIS P.

1947/48

Boys High, now at Straven Road, started rowing again this season but as before only those who became full members of the Club are listed.

ARMOUR W. A. S.	FAMILTON R. J.	MILNE R. J.
BEAVEN M. C.	FERGUSON R. H. (B)	PAGE P. J. A. (U)*
BOOTH J. A.	FIRTH R. B. S. (B)	PINFOLD D. R. M. *(U)
BOYCE K. F. (B)	FOX G. W. (U)	REID J. W.
CAREY W.	LAWRENCE T. G. D.	ROGERS R. J.
CORY-WRIGHT K. W. (U)	McCALMAN E. R. (B) (U)*	ROGERS W. M.
DAWBER K. R. (B)	McGREGOR R. S. (U)	THOMAS H. (U)
DENTON J. H. A.	McKENZIE P. D.	VODANOVICH I. M. (U)*
DOBSON D. J. (U)	MEAD C. B.	YORK G. G.

*Office holder (U) University (B) Boys High

1948/49

ALLISON R. B. (U)	LAING D. R.	SMART B. A.
ARNST I. D.	McDONALD D. A. (B)	TOCKER P. W.*
AVERILL T. L. F.	McKENZIE J.	TODD G. D. H.
BECKWITH R. D. (U)*	MOULTON J. G.*	TRIGGS L. M.
HAYMES T.	OKEY R. J. (Rev.) (B)*(U)	Coxswain
JAMES B. H. (B)	ROBINSON A. H.	CARRINGTON Richard
KRONING A. J. F.	SEARS L. R.	

1949/50

CAMPBELL R. B. *(U)	KELLY J.*	ROGERS G. *(B)
FLUTE A. E.	LEITCH G. W.	SMITH R. P.
HENDERSON C. C.	McKEEFY J.*	STAPLEY B. N.
HERN D. C.*	MEATES K. F.	WALKER R. H.*
HERN E.	MOGINIE R. F. (U)*	WARD G. H.
JARVIS D. K. (X)	PACKER T. J.	WHITFIELD N. K.*
JONES B. M. K. (U)*	ROBERTS E. G.	

1950/51

ALDOUS H.
CLARK D. N.
CLARK S. N. (U)
DAVIDSON I. G.
DUNNAGE J. L.*
HARLAND F. W. *(U)

JENNINGS W. H.
MAYELL R. C.
MAYELL W. E.
MILL B. S.
MILLS J.
RATE A. J.

ROSS D. M. (U)
WORSELDINE M. J. B. (U)
WRIGHT C. R.
WRIGHT S. C.
Honorary
SAWYER J. C.

1951/52

BARRETT R. G. (U)
BREMNER B. A. (B)
BOOTH K. E.*
BUCKERIDGE J. E.
BUCKINGHAM I. A. (B)
DICKSON D. W.
EASTERBROOK D. W.
ELLIOTT K. F.**
GUNN G. W.
HARPHAM P. W. (U)
HILL P. R. (B)
HOUGH R.

JOHNSON L. A. (B)
JONES W. K.*
KANE D. L.
KING B. E. (B)
McCREEDIE A. B.*
McCROSTIE M. H. (U)
McNEIL G. A. (B)(U)
McRAE G. C. (B)
MARSHALL R. B.
MOORE N. E. (B)
MUSGROVE J. P. (U)
PALMER J. S. P.*

ROBERTS J. L.
SHIPTON T. F.
THOMPSON G. J. (U)
THOMSON R. W.
WHATMAN M. M.
Honorary
JONES J. Roy
Lady
Miss CLARKE P. A.
Mrs HINTON C. S.

1952/53

BABBINGTON A. H.
CARTER B. F. (B)*
DAVIDSON J. R. M. (U)
EMETT G. J.
FULLER R. S. S.
GILROY W.*
GLANVILLE J. E.
GOULD A. H.*
HEYWOOD P. J.*

LEVY R.
McCREEDIE K. B. (U)
McELWEE G. R. (B)
MATTERSON J. G. (B)
MILNER J. H.
RUMMELL C. T.*
THOMAS M. D.
WARDEN W. A.

Honorary
JOHNSTON D. R. M.
Coxswain
BREMNER G.
WENTWORTH P.
Lady
Miss BOOTH S.
Miss CONDLIFFE J.
Miss PITCAITHLY D. V.

1953/54

ANGLAND R. W.
CARLYON R. A. (U)
CROSSEN T. I.
DALLÁS P. D.
FEENSTRA P. F.
HOLDEN J. S. (B)
KENNEDY H. H. (U)
KIBBLEWHITE K. H. (B)(U)
McKENZIE K. A.*

MATTHEWS C. S. (U)
MOODY T.
NELSON C. A.
PATTERSON I. J. (U)
POSTLETHWAITE F. D.
REED R. G. (U)
ROBILLIARD N. S. E.
SEWELL C. J. (U)
STOKES M. J. W. (U)

SVENSON T. C. (U)
TONKIN R. D. G.
Honorary
LEGGAT James (B)
MONEY H. M. (B)
Coxswain
LARKIN G.
SANDS C. K. (U)

1954/55

AYERS I. D.*
BACHELOR G. L.
BEAVEN J. S.
BERRY P. S.
CARRYER K. G.
CROSBY A. R. (U)
DEAKER J. A. (U)
FRASER G. H. (U)
JAMES R. A. (U)
LEWIS D. C. (U)

LUCAS R. J. (B)
McKAY K. A.*
McNEIL R. L. (B)
MOLONEY D. W. S. (B)
OVERTON M. C. (B)
PALMER S. T. (B)
PEASE B. M. (U)
QUIGLEY H. J. B. (U)
RHODES G. H. A.
RUMNEY P.

STILES R. C. (U)
TAYLOR A. R. (B)
WARD I. D.*
WEST F. A. (B)
Honorary
McCALMAN L. H.
Coxswain
ARMSTRONG R. B. (U)

1955/56

AMYES S. L. (B)
ATHFIELD I. C. (B)*
BELL C. L.*
BROWN P. C.
CARRINGTON C. J.
CASSERLEY J. (B)
CORSBIE D. G.
CORSBIE M. C.*
COX P. H. S.
GRIMSDALE G. W.
MARRIS R. A.

MARSDEN R. T.
OWEN G. V.
SMITH R. G.*
SMITH B. L.
SPOONER P. J. R.
TATE R. D. (U)
TOBIN C. J. O'H. (U)
TURNER R. T.
WARDEN N. J.
WENTWORTH P. B.

Honorary
GILROY F. W.
KENNEDY F. W.
RUMNEY P.
SEWELL I. E.
Lady
Mrs CARTER M. A.
Mrs GODFREY J.
Mrs McKAY H. F.
Mrs SEWELL M. M.

1956/57

AITCHESON B. P.
BARCLAY W. M.
BREMNER A. C. G. (X)
CADOGAN B.*
CLOUDESLEY T. P.
COX R. N. S.
CRANFIELD H. J. (U)
CRANFIELD H. W. (B)*
DUNNAGE G. R. (B)
GREY Q. W.
HILL E. G.*
JUST J. T. M. (U)*

McDUFF B. A. (B)
MARTIN E. J.*
MATHESON D. I. (B)
NICHOLLS J. R. (B)
RASTRICK D. R. (B)
STEPHENS G. E.
TINDLE P.
TRUSCOTT R. D. (B)
VAN DER LELY H. C.
WATSON B. J.
WEENINK G. W. (B)
WHEELANS J. W.*

Honorary
KELLY B. J. (B)
TETLEY H. H.
Coxswain
DYER A.
DYER M.
Lady
Miss HOBBS F. W.
Mrs COX S. W.
Mrs McCALMAN E. R.
Mrs MCKENZIE K. A.
Mrs SEWELL I. E.

1957/58

ARMSTRONG W. T. E.
BELL K. H.*
BETTS S. P.
BEVERIDGE W. M.
BRAWN M. A.*
CARRYER S. J. (U)
ELDERTON J. P. H.
FEAST G. H.
HARKNESS R. C.
HUNTER J. A. (B)(U)*

McKEEFY P. R.*
MATHESON K. A.
MULLIGAN P. R. R.
MUSGROVE R. L.
NORRISH I. E.
O'BRIEN J. M.
RILEY D. (U)
ROBERTSON M. K. (B)
SHAW M. A.
SMITH E. P. H.

SMITH M. S. R.*
SUNDERLAND J. O'F.*
SUNDSTROM T. A.
THOMAS C. C.
WARDEN K. W.
WILSON J. D.
Lady
Miss FEAST V. A.
Mrs BELL C. L.

1958/59

ANDERSON K. L. (B)
BRUNSDEN P. C.
CARR R.
CARLISLE L. (B)
CARRIE I. M. (B)
FORREST R.
GRANT J. (U)
HEAD G. R.
HINKLEY A. T. (U)
HOLDEN D. C. (B)(U)

JOHNSON W. K. (B)(U)
McCORKINDALE R. W. (U)
McINTOSH I. R.
McKINLEY R. G.*
McKINNON K. (U)
NEILL B. E.*
O'BRIEN P. B.*
SANDS N. J. (B)
SMITH N. F. (B)
TURNER M. C. (B)

WEST W. L.
Honorary
SMITH S. W. M.
THOMAS C. R.
Coxswain
DYER P.
McDONALD R.
MUIR N.
RICHARDSON J.

1959/60

BENSON J. C.
CHINN T. J.
DEARSLEY A. D. (B)*
DEARSLEY P. (B)*
FOSTER P. A. (B)
HEGARTY J. R.
KENNY J.

McBRIDE J. E.
McDONNELL D. (U)
MILLAR J. (B)
MORRISON N. C. (U)*
POOLE R. A. (U)
WARREN I. (B)(U)
WARREN K. W. (B)

WOODHAM L. (B)
Honorary
CALDWELL C. F. S. (B)
McKEEFY C. B.
SANDS C. C.
Coxswain
TIMMS C. (B)

1960/61

AMODEO C.
COOPER D. G. (B)
DEARSLEY M. D. M.
EGGLETON F. D.
EWER R. (U)
FARRIER P. M. (U)
HEBLEY G. (U)

HURN P. N.
KINNIMOUTH P. R.
KLAVINS J.
MUIR N. (U)(X)
MURTAGH B. (U)
PETTIGREW B. K. (B)*
PHELAN R. J.

RADFORD J. G. (B)*
RUSSELL A. N.
SCOBLE A. (U)*
TURNBULL J. W. (U)
WALFORD B. (U)
Honorary
ROBINSON I. J. T.

1961/62

Their arrangement with Union having come to an end, St Andrews accepted an invitation to row from the Club this season. Boys who became full members shown (S).

ARMSTRONG D. S. (B)(U)*	PATON H. E. (S)
ARTHUR M. J. B. (S)	PROUT I. J.
BARNES L. G.	RILEY I. (U)
BAXTER M. I.*	ROBINSON M. P. (S)*
BREMNER C.	STEEL P. C. (S)
BRITT D. F.	TEMPLE E. B.
CONNELLY H. J.	THOMSON W. G. (U)
DOBBIE T. P. (U)	WARDEN R. (U)
ENSOR C. R. (S)	WELLS J. (U)
GREEN F. S. (S)	WILLETT J. (U)
LUISETTI J. N. (S)	WILSON A. C. (S)
McELWEE I. H. (B)	WOODHAM R. D.
MUIR A. J.	WRIGHT T.
MOORE A. C. R. (S)	Honorary
NORRIE J. A. (B)	LITTLE Geo. (S)

Coxswain

MACKEY Alan

Lady

Mrs AMYES A. E.
Mrs HARLAND F. W.
Mrs HINTON C. S.
Mrs HUNTER M. T.
Mrs JONES B. M. K.
Mrs McKEEFY L.
Mrs MILLARD M.
Mrs RENAUT A. M.
Mrs SEWELL C. J.
Mrs TAYLOR O.

1962/63

BELL R. (U)	MINCHAM M. (U)
BROWN W. J.	RIVERS D. E.
DUTTON E. (U)*	RIVERS I. R.
EVERIST R. G.*	SHAW W. H.
FARRIER M. (U)	SIMPSON P. M.
GUNNS R. M. (S)	SMITH M. (U)
JOLLY A. C.	TAYLOR W. (U)
MILLS W. A. (U)	THOMAS G. A. S.

WELSFORD J. K.
WILLIAMS D. R.

Lady

Mrs BECKWITH R. D.
Mrs SMITH S. W. M.
Mrs TOBIN J. O'H.

1963/64

BLACK R. (U)	SEEKLES R. (U)
BOYCE R. J.	SMITH L.
O'BRIEN K. A.	Lady
SCOBLE J. R.	Mrs CARTER B. F.

Honorary

MACKEY T.

1964/65

CARTER B. G. (B)	LEASK I. (U)	NIMMO J. (U)
GIBB M. C. (B)	MAY R. (U)	RUTHERFORD J. (U)
JOYCE R. J. (U)		

1965/66

ANDREWS C. (B)
BARKER G. (U)
BOND D. H.
BROMLEY W. G.*
BURNS A. (U)
CLARK F. J.
CREAN T. W.
DAVIDSON D. K.

JACK D. (U)
LOPAS G. (B)
McKIBBIN R. (U)
MARKS W. M. (B)
O'NEILL R. (U)
PICKRILL R. (B)(U)*
STREETER C. P. (B)
STRINGLEMAN H. (B)

WIGZELL L. (B)
WOODS P. (B)
Honorary
LE BAS T. B.*
LOCKWOOD R. R.
WILDE C. D. M.*

1966/67

CHRISTENSEN P. R.
DOBBS B.
GREGG M. J.
GRIGOR R. (B)

MANDERSON R. J.
ROBB E. E.*
ROGERS A.
TAYLOR W. N.

Honorary
GALLOWAY J. (S)
JANSEN R. (B)

1967/68

BLACKMORE D. F.
BROWNLEE M.
COLLEDGE N. S. (B)
CROFT J. G. (B)
CURRIE G. N. (B)
DODD M.
DWYER B. (U)
FLOYD W. D.

HUGHES-JOHNSON A. (U)
KEYS M. (U)
KNOWLES B. (U)
LLOYD J. (U)
McNEILL M. (U)
MERRYWEATHER B. J.
RILEY N. (U)
ROBERTSHAW G. K. (B)

STANDISH J. M. (B)
VAN DER HYDE R. M. (B)
WARREN R. (U)
YOUNG D. (U)
Coxswain
GRAINGER T.

1968/69

This year the designation "Lady member" was dropped. Lady supporters and also coxswains were now elected to the Honorary list.

BAXTER G.
COOK J. D.
GLENNIE D. A.
GUNN J. S. (B)
McKENZIE I. A.
ROBINSON S. P. (S)
ROPER C. J.

SMITH M. G. (U)
STANAWAY B. M. (B)(U)
SWEET K. (B)
THOMLINSON W. F. (U)
TYE J. M.
WILSON B. J.
WINWOOD A. A. (U)

Honorary
FLEMING T. (C)
HARDING J. (C)
KNOX J. (C)
ROBINSON R. G.

1969/70

St Andrews now transferred to Avon and Aranui High School (A) took their place.

ADAMS J. R. W.
ALEXANDER J.
ALLEN R. V. (U)*
BARKER W. H.*
BRODIE K.
BUCHANAN R. J.
CAMPBELL L. K.
COLEMAN F. J. (A)
DAVIES M. J.
FARDELL J. R. F.

GARRETT A. L. E.
GORDON R. D.
HARRIS D. G. (A)
KIRNER S. C. (A)
McAULIFFE J. F.
McKENZIE J. H.
McLENNEN N. D.
MURRAY J. B.
RENDAL H. V.
SMITH S. J.

TATE D. D.
VAN DOORN F. (A)(U)
VAN DOORN R. (A)
WILSON M. S.

Honorary
GILES M. G. (A)
Mrs BRAWN M. A.
PATERSON G. M.
Miss PETTIGREW B.

1970/71

'Ordinary' membership was introduced for rowers who had retired from active participation. Many members on the earlier 'Country' list and some still on the 'Honorary' list were transferred. Those members will already be recorded earlier so that only people from other clubs who have become associated with the Club (other than actively) will be recorded on this listing.

BRODIE K. (U)
COSTAIN M. (A)
COSTAIN R. (A)
DAVIES M. J. *
FITZGERALD J. *

FRANCIS K. E.
MANNING D. R. (B)(U)
MAYHEW C. (U) *
NAPIER A. C.
ROWE Bernie (U) *

WALKER P. J. *
WHITAKER B. H. *
Ordinary
BRETHERTON G. P. L.
FEARN M. B.

1971/72

BEERE W. A.
CLARK I. L.
CURRIE S. A. *
DENCH J. R.
HUMPHREY C. D.
McLEAN I. D.
MAIN R. A.
NORTH L. J.

RINGROSE J. B.
SCOVELL D. J. (U)
SHEARER K. H.
SMITH R. M.
SOUTH B.
WILDER S. R. *
Ordinary
SNELL R. J. *

Honorary
BEATTY L. J.
BRITTENDEN W. (A)
MILLER H. (C)
MORRIS M. S. (C)
NALDER T. (A)

1972/73

ADAMS W. J.
ALLEN B. C. (U)
AUSTIN R. (B)
BARDON S. C.
BARNETT R. L.
BARRON P. K.
BRYDON R. J.
GOLDING R. A.
JONES M. P.
LANDAU S.
McARTNEY I. K.

McKENNA S. J. (U)
MENCE S. B.
MORTON R. M.
O'NEILL S. P.
ROBERTSON B. J.
ROY A. J.
RULE B. C.
SEWELL T. W. *
SHANNON P. W.
SMITH R. J.
STOLLERY D. M. *

SUTHERLAND P. J. *
TAYLOR B. J. G.
WADSWORTH W. T.
WICKS P.
WILSON B.

Honorary
Mrs BRETHERTON G. P. L.
BRYDON N.
WILSON K. C.

1973/74

ADAMS G. C.
CLARKE G. S.
CLAYTON E. D.
DEVINE R. M.
GLASSEY W. (A)
LYNCH C. J.

MIDGLEY P. D.
PATERSON Len
SHULTZ P.
STEERE J.
STONE R. M. *
THORSEN C. R. (U)

WATSON R. J.
WHITEHEAD D. M. R.
WILLIAMSON R. Z.

Honorary
RENDLE R. C. (B)

1974/75

BRADY S. E.
BROOME M. W. (B)
DUNCAN C. C. (U)*
FYFE D. A.
FYFE P. J.
GALLAGHER B. M.
HANLON G. T.

KEEGAN C. A.
LLOYD G. A.*
NILLSON C.
NILSSON S. R.
NILSSON T.
RUTLEDGE P. D.
RUTLEDGE S. R.

STEVENSON M. G.
WALLACE R. D.
Honorary
GLASSEY M. (C)
GLASSEY P. A. (C)
MARTIN Chas.

1975/76

ALLEN N. M.*
ARMSTRONG J.
BYFORD P. A.
BYFORD S. W.
DAVIDSON P.
DE KORT M. (L)
DICKSON R. H. J.

DOWDS J.
HAYWARD J.
HOBBS J. B.
NORTON P.
POWERS A. N.
RENWICK G. M.
ROBINSON G. W.

SOLE M. J. (L)
SOLE P. L. (L)
WHITE G.
WILLIS D. R.
Honorary
BARRY S. J. (C)
HANAFIN Diane (C)

1976/77

BROUGH R. (U)
CORBETT J.*(U)
FAY D. M.
FITZPATRICK B. M.
McDOWELL J. F.*

PLATTS D. G.
SCOTT R. J.
Ordinary
McPHERSON N.

Honorary
GAMBLE P. (C)(U)(Cox)*
LAMB B. (Cox)
UDEN G. (Cox)

1977/78

This season women were admitted to full Active membership for the first time. For historical reasons only, they are identified (W).

ALLEN D.
BENDALL A. N. (W)(U)
COULL A.*
DUNCAN J. Z. (W)(U)*
HAILES C. K. (U)
HANNAH C. R. (U)
MacINTOSH D. J.*
MURPHY R. J.*(U)

NEALE A. L.
OLIVER C. (W)(U)*
PAGE S. R.
ROBERTSON D. G. (U)
SHEEHAN J.*
SOUTH M. J.
STOKES M. J.
TIMPANI I.

THOMAS C. C. (W)
VARGA J. (W)(U)
Honorary
CLOSE D. (B)
LEGGATT I. D. (B)
SCOTT G. J. M.

1978/79

AUSTIN P. J. (B)
BOYLE K. (W)
BROWNE K. H. (B)
BURGESS A.
CADENHEAD D. J. (B)
DAVIDSON K.
DOHERTY M.
DOYLE P. J. H.
FINN A. L.

HAMILTON A. (W)(U)
HAMMOND D. (W)
HAMMOND V. (W)
HENDRICKSON J.
NAGELKIRKE L.
ORSBOURNE R. N. (B)
POA W.
POPOVIC Y. (W)
RUSSELL G. L.

SIBLEY G. W.
SIMMONS M. B. (U)
SPOONER C. J. R.
THOMSON P. M. (W)*
TREFFERS M. (W)
WICHT G.
WITHERS M-A. (W)
(BARNETT)

1981/82

BARTLEY K. (W)
 BROWN J. (W)
 BUCKERIDGE D.*
 BURNS T. (W)
 GIBSON R. S.
 HATCH A. (W)
 HOBBS C.*
 PALMER D.

PEARCE L. (W)
 ROSS I. K. (B)
 SAUL J. (W)(U)
 SOFFE A. (W)
 SMITH P. (U)
 WHITE H. (W)
 WIBERG L. (W)
 WRIGHT G. B. (B)

Ordinary

HOLLAND D.*
 TUCK Mrs A. (HAMILTON)
Honorary
 SCANDRETT M. Dr (B)
 PARSONS C. (B)*

1982/83

ARCHDALE J. (W)
 BAKER P. (W)
 BEDNAREK M. (W)
 BEDWELL J.
 BLAIR J. (B)
 BLAKE A. (B)
 BLAY W.
 BUCKERIDGE M.
 BUTLER H. (W)*
 CAMERON M. (W)*
 DUGGAN D. (B)
 DUNCAN S. C.
 DUNFORD H. (W)*
 EDWARDS R.

HARDWICK G.
 HOOKER G. (B)
 JONES I.
 LEMON D.
 MCGREGOR D.
 MCKNIGHT D.
 MACKIE P.
 MURRAY D. (W)
 PREBBLE G.
 RABE R. (B)
 SNODGRASS V.
 SURGENOR K. (W)
 PILKINGTON T. (B)
 REESE R. (B)

UNWIN P.

Ordinary

McROBIE K.
 SAUL L. B.*
Honorary
 BROUGH A. M.
 PREBBLE Mrs A. M.
 PREBBLE B. (Cox)
 PREBBLE J. (Cox)
 PREBBLE L. (W)(Cox)
 PREBBLE R. R.
 PREBBLE Mrs J.

1983/84

BAILEY W. F.
 BEDNAREK S. (W)
 BEIJEN I. (W)
 BELL S. J.
 CADENHEAD M. (W)
 COOK J. S.
 CUMMINS N. S.*
 FLANAGAN H. (B)
 HARPHAM D.*
 HORNER E.
 KOSTER J.
 McBREEN T.

MANSON J. (W)
 MEACHEN P. N. (W)
 McCORIE A. T.
 RAYNOR M.
 RICKERBY K. (W)
 NILSSON G. (B)
 NORTON K. W. (W)*
 PATTERSON I.
 PEPPERELL D. L. (W)
 PEPPERELL H. M. (W)*
 ROBERTSON B.
 SANDERS G.

SKELTON A.*
 SPAIN D.
 STURGEON B.
 TUTTY S.
 WESTON S. E. (W)*
Honorary
 BEIJEN A. (W)(Cox)
 McLEAN I. (Cox)
 PEPPERELL Mrs B.
 PEPPERELL G. J.

1984/85

ARMSTRONG A.
 BOSWELL R.
 BUCHAN L. (W)
 BUTLER D. (W)*
 CALVERT M. (W)
 CARPINTER R. (B)
 CONIBEAR M.
 COUSINS H. (W)
 DALE K.
 DAVIDSON R.
 De LAMBERT P. (B)
 DELILKHAN R.
 GOODWIN S. (W)
 GOURLIE C. (B)
 HALES A. (B)
 HANSON S.
 HAY S. (W)
 HENDERSON L. (W)

HOOKE M.
 HOWIE M.
 HUTCHISON A. (B)
 HUTCHISON J. (B)
 JARMEY E. (W)
 JOYNER C. (W)
 McBETH P.
 MADDREN N. (W)
 MEACHEN D.
 MINHINNICK H. (W)
 MONAGHAN S. (W)
 PARKER S. (W)
 PAULI D. (W)
 PRICE S. (W)
 RHODES M. (W)
 ROBERTS S.
 ROBERTS V. (W)
 RUSSELL P. (B)

SAVILLE J. (W)
 SLY S. (B)
 SPARROW C. (W)
 TATHAM J. (W)
 TILLEY J.
 WARDS D.
 WYLIE K. (W)

Honorary

DeKORT M. Mrs
 ENGLAND M.
 GRAHAM C. Mrs
 HOPKINSON A. (W)(Cox)
 HUNT A. (Cox)
 JOYNER J.
 JOYNER P. Mrs
 LING C. (Cox)
 MINHINNICK R.

1985/86

BOND M.
 BRIDGER C. (W)
 BRUCE T.
 CUNNINGHAM M. (W)
 GRAHAM A.

GRAHAM P. (W)
 HOOKE A.
 LAMPEN-SMITH E. (W)
 ROSS L. (W)
 TAYLOR C. (W)

TROW D. A.
 WATSON S. (W)

Honorary

ADAMS J. (Cox)
 ELLENBROEK C. J. (Cox)
 REEVES T. (W)(Cox)

1986/87

(Because of printing deadlines these names do not appear in the alphabetical list.)

ALEXANDER G.
 BEAGLEY M.
 BLAKIE A. (W)
 BRENNER J.
 BURROW N.
 CLAGUE T.
 FARROW A.
 HACK J. (W)
 HACK M. (W)
 HEAD L. (W)
 KING G.

McDONALD D.
 McHERRON A. (W)
 McINTOSH K. (W)
 NEAL C. (W)
 NEAVE C. (W)
 PURDON G.
 RAHURAHU T. (W)
 REESE R.
 REES M.
 SCOTT C. (W)

SMITH R. (W)
 TWISS J. (W)
 UMBERS P.
 WHEELEY A.
 WILKINSON J.

Ordinary.

BORLASE S.

Honorary.

HACK R. (W) Cox
 PARKER K. (W) Cox
 PAYNE T. (W) Cox
 WILLIAMSON F. (W) Cox

